

WINE AND SPIRIT MERCHANT
CHAZALON & CO.
MAKERS AND FRENCH PRESERVES IMPORTERS
6, QUEEN'S ROAD.

The China Mail.

ESTABLISHED 1845

St. GEORGE'S BUILDING
DISS BROS.
Tailors.

No. 13,467.

號四月六年六零百九千一

HONGKONG, MONDAY, JUNE 4 1906.

日三十月四閏年午丙

PRICE, \$8.00 Per Month

GERMAN BEER.

Large Stock on Hand of
AUGUSTINER BRAU
AND THE CELEBRATED
KULMBACHER BIER.
Per Case of 6 doz. pils...\$18.00.
Per Case of 4 doz. qts...\$18.00.
MACWEN, FRICKEL & CO.,
1815 1/2, DUDDELL STREET.

Intimations.

NOTICE.

TO OUR
PEAK SUBSCRIBERS

On and after JUNE 1st, we shall deliver the "CHINA MAIL" in our Peak Subscribers at their residences, including MAGA ZINE GAP. Subscribers are requested to notify us promptly of any irregularity that may occur when the paper is forwarded.

Hongkong, May 29, 1906.

NOTICE.

LANDING upon the Property of THE HONGKONG MILLING COMPANY, LIMITED, at JUNK BAY, is prohibited from this date without written authority from the Undersigned. The portion of the Western Shore of Junk Bay covered by this Notice, extends for about two miles from a large marked 500 yards or thereabouts South of the Mill Buildings in a Northerly direction to the stream near the village, marked CHAN JI on Chart No. 3378.

A. H. RENNIE & CO.
Hongkong, June 2, 1906. 1164

NOTICE.

MR S. E. BEETON, having left our employ, ceases to sign our Firm by procurement from this date.
HERBERT DENT & CO.,
Captains, May 31, 1906. 1142

THE CHINA-TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

DURING the absence from the Colony of the Undersigned, Mr E. W. MATTIAND has been appointed ACTING SECRETARY of the above Company. By Order of the Board of Directors,
JAMES WHITTALL,
Secretary.

Hongkong, May 30, 1906. 1108

ADLIANZ INSURANCE COMPANY OF BERLIN.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO.,
Hongkong, May 28, 1906. 1094

THE CYPHOPHONE.

A HOUSE TELEPHONE.
CAN be fitted to existing Electric Bells. No Extra fittings needed. As clear and distinct as an Ordinary Telephone. Best Telephone for Private Houses, Hotels, Boarding Houses, Offices, Hospitals, etc., etc. Price very Moderate. Can be inspected at the Offices of the Sole Agents:

LUTGENS, EINSTAMANN & CO.,
No. 2, PEDDER STREET.
Hongkong, February 5, 1906. 1380

THE POPULAR
SCOTCH

'BLACK AND WHITE.'



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS

By Appointment to

H.M. THE KING

AND

H.R.H. THE PRINCE OF WALES.

Supplied at all the Leading Clubs and Hotels, and to be obtained from All the Principal Stores.

Business Notices.

W. S. BAILEY & CO. ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,383 tons, Captain H. D. Jones.
s.s. POWAN, 2,383 tons, Captain W. A. Valentine.
s.s. FATSHAN, 2,280 tons, Captain R. D. Thomas.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 1,985 tons, Captain J. J. Loebus.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 5.30 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is given to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,988 tons, Captain J. F. Morrison, R.N.R.
Departures from Hongkong to Macao on week days at 2 p.m., on Sundays at Noon, except when otherwise notified by Express.
Returns - During the Summer Months the time of leaving Macao to visit the ship at Macao. See Special Summer Timetable.
Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamilton.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

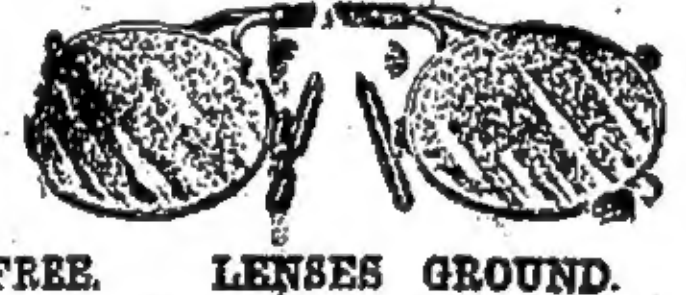
s.s. SAINAM, 583 tons, Captain J. Wilcox.
s.s. NANNING, 583 tons, Captain O. Binstadt.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the:-
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MARSHMAN, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

PELHAM HOUSE

PRIVATE HOTEL, CENTRALLY SITUATED.
THREE MINUTES' WALK FROM POST OFFICE.
SPECIAL TERMS FOR MONTHLY BOARDERS.
RATES MODERATE.
29, WYNDHAM STREET. 1621

N. LAZARUS,

OPTICIAN,
SIGHT TESTED FREE. LENSES GRIND.
REPAIRS A SPECIALITY.



No. 5, PEDDER STREET
(UNDER HONGKONG HOTEL).
1797

HARRIS-KEENEY CO.

MANUFACTURERS OF HIGH-GRADE FIBRE, RATTAN AND HARDWOOD FURNITURE AND NOVELTIES.
NO BAMBOO FRAMES IN OUR CHAIRS.
SOME NOVELTIES IN LEATHER CHAIRS, WORK AND BUILT LEATHER PILLOWS, ETC., JUST ARRIVED.
Showrooms-No. 2, Pedder St.; Factory-1 to 13, Shaukiwan Rd. 3211

CANADA ACCIDENT ASSURANCE COMPANY.

HEAD OFFICE: MONTREAL.
THIS Company issues the most Liberal and Clear Policy ever offered in Canada. DOUBLE BENEFITS FOR TRAVEL, ACCIDENTS, FEVER, TYPHOID and SMALL-POX Covered. Policies written HERE, in any Currency.
HONGKONG OFFICE: 14, DES VŒUX ROAD CENTRAL.
GRANT & LESLIE,
General Agents for China.
Hongkong, April 21, 1906. 492

SITUATION WANTED.

YOUNG EXPERIENCED ACCOUNTANT, with good knowledge of Shipping, Insurance and Typewriting, wants position.
Apply to
Care of 'China Mail' Office.
Hongkong, May 2, 1906. 1122

DENTAL SURGEON

G. DE PERINDORGE.
DIPLOMA: PARIS.
LATEST IMPROVEMENTS INCLUDING
PORCELAIN FILLINGS.
HOTEL MANSIONS, PEDDER STREET.
Hongkong, June 1, 1906. 1149

'THE WORLD'S NEWS'

(SAI KAI KUNG YIK PO.)
A LEADING CHINESE PAPER.
Wide Circulation in Hongkong and South China.
Superior Medium for Chinese Advertising.
BLOCKS MADE, HALF TONING, AND
PRINTING A SPECIALITY.
Orders Promptly attended to.
161, DES VŒUX ROAD CENTRAL.
Hongkong, March 12, 1906. 623

CARLTON HOUSE HOTELS, No. 8 and 10, Ice House Road. EXCELLENT FURNISHED ROOMS. COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY. FOR TERMS, APPLY TO THE MANAGER.

LEE CHEE WING & CO.

24 & 26, LEE YUEN STREET (WEST) HONGKONG.
DEALERS IN
ALL SORTS OF COPPER, BRASS, STEEL, IRON WARE, &c., STEEL GIRDERS AND TEES, CORRUGATED IRON, PIG IRON, &c., Suitable for SHIPS, ENGINEERS AND HOUSE BUILDERS. 1557

SIR ROBERT HART'S MEMORANDUM.

A Series of Articles on Sir Robert HART'S Memoranda for the Improvement of China.
Reprinted from the China Mail. To be had in pamphlet form at this Office, 5, Wyndham Street.
Price 50 Cents.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED (SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES.
Beware of Imitations. SOLE MANUFACTURERS: BELL'S ASBESTOS CO., LTD., LONDON.
LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND.
OFFICE:- 6, DES VŒUX ROAD.

LANE, CRAWFORD & CO.

NEW CONSIGNMENT OF WATERPROOFS.

ANDERSON'S REGULATION IN BLACK and KHAKI 'FEATHERWEIGHT' COATS THE LIGHTEST MADE.
MILITARY CAPES, RIDING COATS, UMBRELLAS.
LANE, CRAWFORD & CO.

THE HONGKONG HOTEL.

UNRIVALED FOR COMFORT AND CUISINE. THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY. MODERATE TERMS AND NO EXTRAS.
H. HAYNES, Manager. 1197

STAG HOTEL.

149, QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED. WELL FURNISHED AND AIRY BEDROOMS. Monthly Boarders accommodated on very Moderate Terms. For Particulars, apply to THE MANAGER. 1885

CHAMPAGNES

FROM CHARLES HEIDSIECK.
PURVEYOR TO HIS MAJESTY KING EDWARD.
SIEMSEN & CO.,
SOLE AGENTS FOR CHINA AND JAPAN.
Hongkong, March 2, 1906. 450

THE OLIVER TYPEWRITER.

VISIBILITY. SIMPLICITY. DURABILITY.
UNRIVALED FOR DUPLICATING. WRITING IN SIGHT. UNIVERSAL KEYBOARD.
GRANT & LESLIE, GENERAL AGENTS FOR HONGKONG & SOUTH CHINA.
Hongkong, April 21, 1906. 726

POSTCARD COMPETITION.

TO all Purchasers at our Establishment of \$1.00 and upwards between JUNE 1st and JUNE 25th, will be given a COUPON entitling them to enter the following Competition.-The largest number of English words that can be made from 'MARIE BRIZARD'.
1st Prize 1 Case Pils. PERINET & FILS CHAMPAGNE...\$50.00
2nd " 1 Case ROYAL OLD HIGHLAND WHISKY...\$24.00
3rd " 1 Case MACKINTOSH WHISKY...\$10.00
AND 10 CONSOLATION PRIZES.
In the event of ties to be drawn for. All replies to be sent on POST CARDS ONLY. Prizes will be distributed the 30th June, when all cards may be inspected at our Office.
GREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
10, QUEEN'S ROAD CENTRAL.
CASH-LESS 10% CREDIT-LESS 12% 2 01

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.75 per Cask, ex Factory.
In Bags of 250 lbs. net, \$2.80 per Bag, ex Factory

Shewan, Tomes & Co.,

GENERAL MANAGERS

FAIRALL & CO.

ARE SHOWING
NEW SUMMER COSTUMES AND MATERIALS
IN LINEN, MUSLIN AND CAMBRIC, ETC.
NEWEST STYLES IN TRIMMED HATS
NEW FLOWERS AND LACES.

HOTEL BALTIMORE

LATE HOTEL AMERICA
2, WYNDHAM STREET.
A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED, AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS. EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf. Terms Reasonable. Apply to THE MANAGER. 1153

DISINFECTANTS! DISINFECTANTS!

NOW IS THE TIME TO USE THEM.
NESTOR FLUID
CHEAP AND RELIABLE.
In 1 Gallon and 5 Gallon Tins.
SOLE AGENTS:
VICTORIA DISPENSARY.

REMYNTOON

TYPEWRITERS
WITH ALL REQUISITES.
SIEMSEN & CO.,
SOLE AGENTS.
Hongkong, March 2, 1906. 449

LEE LOONG & CO.,

FURNITURE STORE.
No. 14, QUEEN'S ROAD CENTRAL
(NEAR DOOR TO H. PRICE & CO.)
ALL Kinds of FURNITURE, CARVED (ANTON) BLACKWOOD, CHERRY and GLASS WARE. KITCHEN UTENSILS, &c., &c. AT MODERATE PRICES. 173

W. BREWER & CO.,

23 and 25, QUEEN'S ROAD.

NEW NOVELS BY ENGLISH MAIL.
That Preposterous Will, by L. G. Moberley ...\$1.75
The Race of Life, by Guy Boothby ...1.75
The Interpreters, by Byrde ...1.75
The School's Daughter, by B. Harwood ...1.75
The Path of the Pioneer, by D. Wylde ...1.75
Brownjohns, by M. Deamer ...1.75
The Loves of Virion Eady, by O. Marriot ...1.75
Prince Charlie, by E. Delannoy ...1.75
Pear's Cyclopaedia ...30
Phil Conway, by Gunter ...40
Hazell's Guide to the New House of Commons ...40
Jiu-Jitsu ...

SCOTCH WHISKIES.

EXTRA SPECIAL FINEST LIQUEUR...\$14.50
V. O. S. (OLD MATURED)...\$18.50
FERRINTOSH (GREAT AGE VERY FINE)...\$32.00
Telephone No. 75

Caldbeck, Macgregor & Co.,

WINE & SPIRIT MERCHANTS,
15, QUEEN'S ROAD CENTRAL.

Intimations.

G. FALCONER & Co.,
WATCHMAKERS AND JEWELLERS.
HOTEL MANSIONS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
32, QUEEN'S ROAD CENTRAL.

It pays you to buy the best,
& the best of all cocoas

**van Houten's
Cocoa**

Try it.
It is a pure soluble cocoa with a delicious natural
flavour which you cannot fail to enjoy.
"Pure and unimixed."—THE LANCET.
"Perfect in flavour, pure and well prepared."
—BRITISH MEDICAL JOURNAL.
"A perfect beverage, combining strength,
purity and solubility."—MEDICAL ANNUAL.
BEST & GOES FARTHEST.

SOLE AGENTS FOR

THE GENERAL ELECTRIC CO., LD.
LONDON.

ALWAYS IN STOCK

Handsomeness Electroliers

Ornamental and

Plain Brackets,

Counterweights,

Drop Lights,

etc., etc.

Electric Flower Pots,

Bronze Figures,

Standards,

Table Lamps,

Desk Lights,

etc., etc.

SHIPS REPAIR WORK.

Angold Arc Lamps.

INSTALLATIONS.

Robertson Lamps.

Freezer Fans.

Angold Arc Lamps.

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Freezer Fans.

Intimations.

MITSU BISHI COSHI KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT

MARUNOUCHI, TOKYO.

CABLE ADDRESS: "IWASAKI."

Which applies to all Branch Offices.

A1, ABC Edition, Western Union

Codes used.

All Letters Addressed:—

MANAGER, MITSU BISHI CO.,

with name of place under.

BRANCH OFFICES:—

NAGASAKI, MOI, KOBE, KANAGAWA,

SHANGHAI, HONGKONG and HANKOW.

AGENCIES:—

YOKOHAMA: M. ASADA, Esq.

CHINKIANG: Messrs. GEARING & Co.

MANILA: Messrs. Macdonald & Co.

SOLE PROPRIETORS of Takamatsu,

Ochi, Shinjoh, Namasaka, an Kani

Yamada, Collieries and also Hojo Colliery,

which will shortly be ready to produce on a

large scale the best "BURNER COAL."

The Head and Branch Offices and the

Agencies of the Company will receive any

order for Coal delivered from the above

Collieries.

T. MATSUKI, Manager, Hongkong,

No. 2, PRINCE STREET.

Hongkong, April 25, 1906.

616

NOTICE TO MARINERS.

No. 202 (Special).

CHINA SEA.

SHANGHAI DISTRICT.

NORTH CHANNEL ENTRANCE TO

THE YANGTZE.

INTENDED ADVERTISEMENT IN LIGHTS.

NOTICE IS HEREBY GIVEN that on

or about the 1st JULY next a GAS-

LIGHT SHIP will be MOORED OFF

Drinking Point.

The Lightship, which will be known as

the "Drinking Point Gas-light ship," will

be a steel vessel 80 feet in length and 23

feet beam, painted Red and bearing the

words "Drinking Point" on her sides in

White Letters, and will be moored about

8 miles N. 82° W. of the Drinking Point

Gas-light.

The Light, which will be exhibited from

a lantern carried by an iron column, will

be Dioptric, consisting of the 4th Order,

showing a Fixed White Light varied by an

eclipse every 10 seconds, thus: Light 5

seconds, Eclipse 5 seconds.

The centre of the light will be 35 feet

above the water and the light shall be

visible to clear weather at a distance of

11 nautical miles.

During foggy or thick weather a fog bell

will be struck once every 15 seconds.

If the Lightship be detained from her

station the usual light will not be shown,

but a fixed Red Light will be exhibited at

each end of the vessel during the night, and

a Red Flag hoisted by day.

On the night, when the light on the

Drinking Point Gas-light ship is first

exhibited, the Drinking Point Light and the

Drinking Point Gas-light ship will be

discontinued.

T. J. REDRIDGE,

Acting Coast Inspector.

Coast Inspector's Office,

Shanghai, May 31, 1906.

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FREIGHT CIRCULAR.

In their freight circular date June 2, Messrs Lamko and Rogge state:—
Freights are in much about the same unsatisfactory position as reported a fortnight ago. There is very little business in any direction, and were it not demand from Saigon to this had revived and helped a fair number of boats to charter for prompt loading, there would have been no outlet practically for what has been accumulating in the shape of landfreight and ready boats. The rates that have been obtained, between 15 and 14 cents, just about pay steamers' expenses and nothing more. Tonnage remains supplied, and whilst there is some little demand yet, charterers continue in their attempts to get in at lower rates.
Saigon to a Philippines port, only fixture reported is of a small carrier, from 28 cents per picul; Saigon to Japan as well as Saigon to Java there have been no enquiries.

As for Bangkok, having regard to remarks in last circular, with the advent of the competition and the probable warping rates between the Norddeutscher Lloyd and the Nippon Yusen Kaisha there is no opening for outside tonnage for the present. Yangtze freight to Canton are reported to have fallen to quite an impracticable level, and also from Newchwang business to southern China ports appears to have gone off altogether, it is said owing to price for produce ruling too high in the northern port.

Concerning Java and chartering for dry and wet sugar for this have been indications quite lately that business may become practicable shortly, though at first for small or medium sized tonnage only.

Amongst the fixtures of the fortnight under review there is one of a steamer to load salt from Hongkong Bay to this port at 17 cents. General chartering is otherwise conspicuous by its absence, though, of time basis three fixtures for short terms have been effected.

Coal charters there have been from Hongkong to this port, prompt, at \$1.25; to Canton ditto, at \$2.—; to Penang, end of July loading, at \$2.75. Halphong to Shanghai has had a fixture at \$2.25.

From South Japan coalport to this there has been business at \$1.40, \$1.30, and \$1.35, market closing at the lower rate with tonnage supplied. Kuchino to Hongkong another fixture has been effected at \$1.50 per ton.

As for sailers, there is nothing new to report.
Self-tonnage Disengaged:—American bark "Alta," 1,300 ton reg.

KIDNEY DISEASE TAKES YOU UNAWARES.

UNTIL kidney disease has reached a serious stage, it seldom gives any more serious a warning than a pain or dull ache in the back, urinary disorders, rheumatic pains, impurity of the blood, muscular weakness, dizzy spells, or irregular bowels. This is the reason it is so generally fatal, for often the sufferer does not know these warnings are signs of kidney disease.

Recognizing the great need of a medicine that would act on the kidneys alone, without weakening the system by affecting the bowels, James Doan's Backache Kidney Pills have been developed many years ago, and the perfection of his Doan's Backache Kidney Pills. This medicine is made from pure vegetable roots and herbs which act on the kidneys only. Doan's Pills are special kidney help. When a cold, mucus of blood, spirits and tea, or any other cause, put extra work on the kidneys, Doan's Pills give the additional help needed; when the delicate kidney tissue is weakened or clogged, Doan's Pills strengthen and cleanse it; when the bladder walls and urinary passages are inflamed and coated with impurities, Doan's Pills allow the irritation and remove the cause by driving out the offending poisons. The genuine Doan's Backache Kidney Pills cure not only the disorder, but the cause; they give tone to the kidneys themselves, by taking them just the constituent parts necessary to rebuild them back to their natural strength.
Doan's Backache Kidney Pills, two 50¢ boxes, or 15¢ for 6 boxes. To be had of all chemists and medicine-dealers, or direct from the proprietors, the Foster-McClellan Co., 8, Wells Street, Oxford Street, London, England, post free on receipt of price.

Auctions.

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MESSRS HUGHES AND HOUGH have received instructions to sell by Public Auction,

MONDAY,

the 11th day of June, 1906, at 3 P.M., at their Sales Room No. 8 Des Vaux Road, Central.
The following VALUABLE LEASEHOLD PROPERTY Situate at Victoria, in the Colony of Hongkong, viz:—
All those Pieces or Portions of Ground situate at Victoria aforesaid, registered in the Land Office respectively as THE REMAINING PORTION OF SECTION A OF INLAND LOT No. 505 and THE REMAINING PORTION OF INLAND LOT No. 506 together with the measures thereon known as Nos. 54, 56, 58, 60 and 62, 5000 NULAN LANE, and Nos. 4, 6, 8, 10 and 12, WANCHAI ROAD. Area 3094 Square feet or thereabouts. Term 999 Years.

For further particulars and conditions of sale apply to Messrs JOHNSON, STOKES & MASTER, Solicitors for the Mortgagees,
Messrs HUGHES & HOUGH, Government Auctioneers.
Hongkong, May 23, 1906. 1857

WASHING BOOKS.

WASHBURN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at the Office—Price, 50 Cents.
Office: Main Office, 5, Wyndham Street.

GEO. ANGUS & CO.,
LIMITED,
ST. JOHN'S WORKS, NEWCASTLE-ON-TYNE.
Oak Tanned Leather Belting,
Link Belting, Raw Hide Belting,
Raw Hide Gears, &c.
CANVAS HOSE, COTTON BELTING,
HAIR BELTING.
WORKS—BENTHAM, LANCASTER.

ADAMANT QUALITY-INDIA
RUBBER SHEET (Invincible Brand).
ALSO OF
THE "RED ANGUS" SHEET.
All Genuine Goods stamped with our Trade Mark.
Agencies in Colombo, Bombay, Rangoon, Shanghai, &c.

INSURANCES.
NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS AT 31st DECEMBER, 1904 £17,161,299.
I—Authorized Capital £3,000,000
Subscribed Capital £2,750,000
Paid-up Capital £2,839,500 0 0
II—Fire Funds £3,001,258 12 9
III—Life & Annuity Funds £3,472,532 7 0
£17,161,299 18 9
Revenue Fire Branch £2,054,713 1 8
Life & Annuity Branches £1,632,216 8 4
£3,686,929 9 0
The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

PRODUCTS ESPECIALLY RECOMMENDED FOR THE HYGIENE OF THE SKIN AND BEAUTY OF THE COMPLEXION
CREME SIMON
A LA GLYCERINE
UNRIVALLED FOR THE PRESERVATION OF THE SKIN.
MARVELLOUS for Sunburn, Redness, Roughness, Stings of Wasps, Gnats, Mosquitoes and all Light Affections of the Skin caused by the Sun and Wind.
TEY, ALSO SIMON POWDER AND SIMON SOAP.
TO BE HAD FROM ALL DEALERS.
Hongkong, May 14, 1906. 935

MIYAKO HOTEL,
KYOTO, JAPAN.
A NEW AND STRICTLY FIRST-CLASS HOTEL.

JAPAN COALS.
KAISER BUSHAN KAISHA
(MITSUI & CO.)
HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—24, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDING, JOE HOUSE STREET, FIRST FLOOR.

OTHER BRANCHES:—New York, San Francisco, Hamburg, Bombay, Singapore, Surabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Fukuoka, Nagoya, Osaka, Kobe, Yokohama, Kama, Shinjoh, Mito, Wako, Maebashi, Nagasaki, Kuchikotsu, Sasebo, Maizuru, Miike, Hakodate, Taipei, &c.

Telegraphic Address "MITSUI" (A.B.C. and A 1 Codes.)
CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Mitsu, Tagawa, Yamano, and Ito Coal Mines.
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujiyama, Maizuru, Maizuru, Onoda, Otsu, Sasahara, Teikoku, Yohiohachi, Yohio, Yonokichi, and other Coals.
S. MINAMI, Manager, Hongkong. 1115

RUBEROID
IS THE
PIONEER WEATHERPROOF,
ELASTIC AND
FIRE RESISTING ROOFING.
15 YEARS
RECORD FOR DURABILITY AND
EFFICIENCY.
LIGHT-COOL AND WATERTIGHT.
SEND FOR SAMPLES AND PRICES
TO THE SOLE AGENTS:
THE UNITED ASBESTOS
ORIENTAL AGENCY, LD.,
DODWELL & CO. LD.,
General Managers.

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DODWELL & CO. LD.,
General Managers.

Auctions.
PUBLIC AUCTION
At the Kowloon Sales Room of F. KIENE.
THE Undersigned has received instructions to sell for account of the Consignor at the Sales Room, No. 12, Robinson Road, Kowloon (two doors from the Dispensary).
TOMORROW (TUESDAY),
the 6th June, 1906, at 9 P.M.:
A Fine Selection of JAPANESE CERAMICS, SILKS, CROPS, PYRAMIDS, SHAWLS, &c., &c.
And of MISCELLANEOUS GOODS.
Terms:—As usual.
F. KIENE, Auctioneer.
Hongkong, June 2, 1906. 1116

WEDNESDAY,
the 6th June, 1906, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Joe House Street, —
SUNDAY,
the 10th June, 1906, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Joe House Street, —
HOUSEHOLD FURNITURE,
An Assortment of EXCELLENT WARE Goods.
Terms:—As usual.
HUGHES & HOUGH, Auctioneers.
Hongkong, June 1, 1906. 1136

WEDNESDAY,
the 6th June, 1906, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Joe House Street, —
SUNDAY,
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SHEWAN, TOMES & CO., Agents.

FIREMAN'S FUND INSURANCE CO.

SAN FRANCISCO, CALIFORNIA.

STATISTICS TO 31st DECEMBER, 1903.

Assets, Gold £7,252,552.19

Net Surplus, Gold £2,718,144.57

Income, Gold £4,179,784.92

FIRE BRANCH.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to accept Fire Risks at Current Rates.

SHEWAN, TOMES & CO., Hongkong, April 3, 1906. 552

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept Risks at Current Rates.

ALEX. ROSS & CO., 1413

FOR CANTON.

THE new and fast Twin-Screw Steamer "SAY CHING"

651 Tons, Captain J. McQuinn, will leave for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 9 P.M. Excellent accommodation, Electric Light and perfect cuisine. Wharf at Hongkong Harbour Office.

First-class Fare \$3 each way. Second-class, \$1.00 each way. Meals, \$1 each.

Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LTD., No. 138, Connaught Road Central. 700

HONGKONG-MACAO LINE.

S. S. WING CHAI.

CAPTAIN L. AUSTIN, R.N.R.

This Steamer departs from Hongkong on WEDNESDAY at 7.30 A.M., and on SUNDAYS at 8.00 A.M. Departs from MACAO on Week Days about 2.30 P.M., and on Sundays at 3.30 P.M.

FARES:—Week Day 1st Class, including cabin and servant, Single \$3, Return Ticket \$5. 2nd class \$1.50, 3rd Class 50 Cents.

On and after SUNDAY, the 25th inst., (inclusive) the Steamer Fanes will be 1st and 2nd Class Single \$2.00, Return \$3.00. 1st Class Single with \$3.00, Return \$5.00. 2nd Class Single, 50 Cents, Return 30 Cents.

Any Mails can be supplied on Board at a charge of \$1.00 per Mail.

First-class Passengers who do not care to return on the Steamer Sunday, will be allowed to do so the following day (Monday) on production of the Return Ticket. Should the Steamer not return the Monday, owing to the Boiler Cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day. The Ship is lit throughout by Electricity.

The Steamer "What" at Hongkong is the Western end of Wing Lok Street.

SAM WANG COY., 81, Queen's Road Central, Hongkong, May 11, 1906. 1084

WEEKLY NEWS FOR HOME.

The Overland-China Mail

Published to suit the Department of each English and French Mail Steamer to Europe.

FULL REPORTS

AND ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.)

\$17 per Annum (including Postage)

CHINA MAIL OFFICE, 5, WYNDHAM STREET, HONGKONG.

REFORM IN CHINA.

BEING a letter addressed to Rear-Admiral Lord Charles BELLARD, C.B. M.P. And an article in reply to CHINA: THE SLEEP AND AWAKENING.

To be had in pamphlet form at the CHINA MAIL Office, 5, Wyndham Street.

Price One Dollar.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Gun.	H.P.	Captain.	Last reported at.
Alacrity	despatch-ship	1790	12	3000	Comdr. E. La T. Louthan	Shanghai
Astraea	cruiser, 2nd class	4380	10	9000	Captain S. I. Vaughan Lee	Shanghai
Beagle	river gunboat	710	2	900	Lieut. Comdr. Davidson	Yangtze
Brigant	river gunboat	710	2	900	Lieut. Comdr. Bamber	Yangtze
Cadmus	sloop	1070	6	1400	Comdr. Lund	Yangtze
Cherub	water tank and tug	390	—	300	—	Hongkong
Olio	cruiser, 1st class	1070	6	1400	Comdr. H. D. Wilkin, D.S.O.	Yangtze
Dialium	to podio boat destroyer	11,000	16	16,500	Capt. H. W. Savory, R.N.	Hongkong
Fame	cruiser, 2nd class	4380	10	7000	Lieut. Comdr. Huggins	Hongkong
Flora	torpedo boat destroyer	275	6	4000	Capt. Grant Dalton	Shanghai
Handy	torpedo boat destroyer	275	6	4000	Lieut. Comr. Heneiker Heaton	Shanghai
Har	torpedo boat destroyer	275	6	4000	Lieut. Comr. W. H. Darwall	Shanghai
Janus	cruiser, 1st class	9000	14	22,000	Capt. DeHorsay	Shanghai
Kent	river gunboat	14,000	14	0,000	Capt. C. F. Thurnby, R.N.	Shanghai
King Alfred	river gunboat	150	2	900	Lt. Comdr. E. V. R. Dugmore	Yangtze
Kimsha	torpedo boat destroyer	350	6	2300	Lieut. Comdr. J. Riddle	Hongkong
Kimsha	river gunboat	85	2	240	Comdr. O. E. Moore	Hongkong
Kimsha	river gunboat	85	2	240	Lt. Comr. R. E. Vaughan	West River
Kimsha	river gunboat	85	2	240	Lt. Comr. H. E. Attar	West River
Kimsha	torpedo boat destroyer	85	2	240	Lt. Comdr. Lyne	Hongkong
Kimsha	receiving ship	4380	6	6500	Comdr. W. Williams	Yangtze
Kimsha	river gunboat	180	2	900	Lt. Comdr. E. Beckett	Yangtze
Kimsha	river gunboat	180	2	900	Lieut. Comdr. Stevenson	Hongkong
Kimsha	torpedo boat destroyer	355	6	6500	Comdr. H. W. Glennie	Hongkong
Kimsha	surveying ship	620	—	450	Lieut. Comr. O. E. L. Thomas	Hongkong
Kimsha	torpedo boat destroyer	380	6	5900	Lt. Comdr. E. S. Spier-Simon	Upper Yangtze
Kimsha	river gunboat	180	2	900	Lieut. Comr. O. W. Wrightson	Upper Yangtze
Kimsha	river gunboat	180	2	900	Lieut. Comr. J. F. Knox	Upper Yangtze

* Flag of Vice-Admiral Sir W. Arthur Moore, Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	
Kaiser Franz Josef	Austro-Hungarian cruiser	4319	19	9000	Capt. Ferdinand Bahl	Shanghai
Panther	Austro-Hungarian cruiser	1850	12	6000	Captain E. Koerber	Yokohama
Acheron	French armored gunboat	1998	10	1700	Lieut. Ferret	Haiphong
Adour	French receiving-ship	—	—	—	Lieut. Morle	Haiphong
Alouette	French torpedo-boat	123	—	500	Commander Kerihuel	Cape St. James
Argus	French gunboat	445	10	1500	Lieut. Jannet	Hongkong
Carondelet	French gunboat	3895	14	6500	Lieut. Huc	Salon
Decartes	French gunboat	10,014	38	20,000	Lieut. H'Est	Shanghai
Duquesne	French armored cruiser	305	7	4900	Comdr. Ames	Kinchang
Dupetit-Thouars	French sub-marine	308	7	303	Lieut. Coquelin	Salon
Esturgeon	French destroyer	376	38	20,200	Lieut. Garreau	Yokohama
France	French destroyer	307	7	303	Lieut. Saint-Sains	Yokohama
Guichen	French cruiser	376	38	20,200	Captain Rieux	Yokohama
Henri Riviere	French cruiser	9700	—	—	—	Yokohama
Jacquin	French gunboat	200	6	308	Lieut. Rort	Yokohama
Javelin	French gunboat	307	7	300	Lieut. Corloner	Haiphong
Kersaint	French destroyer	1250	6	2200	Comdr. Sagot-Duval	Haiphong
Montcalm	French destroyer	307	7	300	Comdr. Simon	Salon
Moscou	French sub-marine	307	6	300	Lieut. Armbruster	Salon
Oly	French cruiser	9700	12	18,600	Capt. Martel	Yokohama
Palin	French gunboat	350	7	300	Lieut. de Chamin	Salon
Piedet	French gunboat	—	—	—	Capt. Gellier	Changking
Porte	French torpedo-boat	9437	8	6071	Lieut. Lavissier	Tongku
Sabre	French sub-marine	—	—	—	Lieut. de Relnach Worth	Bale d'Aong
Sey	French battleship	1799	10	1700	Lieut. Clouet	Salon
Taklang	French destroyer	250	6	300	Lt. Vincent de Brichignac	Seochow
Takou	French gunboat	307	7	300	Comdr. Simon	Salon
Vauban	French gunboat	307	7	300	Lieut. Clouet	Salon
Vigilante	French battleship (reserve)	6160	23	4560	Lieut. Clouet	Yangtze
	French gunboat	133	7	500	Lieut. Brugnon	Hongkong
Fürst Bismarck	German flagship	11,000	38	14,000	Captain Wilken	Japan
Hansa	German cruiser	8230	34	10,000	Capt. Weber	Tsingtau
Jaguar	German gunboat	1000	10	1800	Comdr. Baron von M. Hillersheim	Hongkong
Luchs	German gunboat	909	10	1800	Comdr. Elloeb	Hongkong
Möwe	German gunboat	894	10	1844	Comdr. Hartog	Hongkong
S. S. 90	German gunboat	1059	8	876	Comdr. Klöpper	Tientsin
Taku	German torpedo-boat	—	—	—	Capt. Lieut. Wing-Müller	Tientsin
Tiger	German gunboat	906	10	1800	Capt. Lieut. Walter	Hankow
Tungao	German gunboat	170	6	1800	Comdr. Demillan	Canton
Vaceland	German gunboat	170	6	500	Capt. Lieut. Giebler	Yangtze River
Vorwärts	German gunboat	—	—	500	Capt. Lieut. von Bulow	Yangtze River
	Italian cruiser	8300	10	7401	Capt. Lieut. Ferboni	
Elba	Italian cruiser	8300	—	7401	Captain Borea Ricci	
Marco Polo	Italian cruiser	2488	39	7000	Captain Frobister	Shanghai
Puglia	Italian cruiser	2488	39	7000	Capt. Casotto	Shanghai
Adamastor	Portuguese cruiser	1860	14	4000	Captain d'Antas Ribeiro	Macao
Dia	Portuguese gunboat	720	—	—	Captain Coutinho	Macao
Yasce de Gama	Portuguese cruiser	3215	20	6000	Capt. Manuel Vasco de Carvalho	
Albany	U. S. cruiser	5769	28	7500	Capt. Dyer	Catite
Annapolis	U. S. gunboat	1090	12	1227	Capt. Robre	Shanghai
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Woodward	Hongkong
Baltimore	U. S. cruiser	4800	—	—	Capt. Bagnant	Mian
Callao	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irwin	Hongkong
Chaney	U. S. gunboat	218	10	6000	Capt. Bagnant	Hongkong
Cincinnati	U. S. gunboat	420	7	8000	Lieut. E. P. J. Pease	Mian
Dale	U. S. torpedo-boat destroyer	3213	19	7500	Capt. Hugo Osterhaus	Wosau
Decatur	U. S. cruiser	420	7	8000	Lieut. Gannell	Mian
Delaware	U. S. torpedo-boat destroyer	420	7	8000	Lieut. A. W. Knox	Mian
Helena	U. S. torpedo-boat destroyer	420	7	8000	Lt.-Comdr. J. H. Knox	Shanghai
Monmouth	U. S. gunboat	1392	8	1888	Comdr. P. E. Saup	Mian
Monmouth	U. S. gunboat	3980	6	3050	Capt. H. A. Wiley	Hongkong
Monmouth	U. S. monitor	4034	—	5544	Capt. J. B. Milne	Mian
Monmouth	U. S. monitor	3437	20	7500	Comdr. G. E. Barbe	Mian
Monmouth	U. S. cruiser	12,000	—	—	Captain Logan	Mian
Monmouth	U. S. battleship	201	3	250	Ensign J. E. Bass	Catite
Monmouth	U. S. gunboat	201	3	250	Capt. Bennett	Catite
Monmouth	U. S. gunboat	4000	14	7500	Capt. Davies	Mian
Monmouth	U. S. gunboat	3918	18	7500	Capt. E. E. Fletcher	Mian
Monmouth	U. S. gunboat	4089	20	9913	Captain Verr	Mian
Monmouth	U. S. gunboat	1000	15	1118	Comdr. Marshall	Shanghai
Monmouth	U. S. gunboat	347	8	500	Lieut. H. A. Wiley	Shanghai
Monmouth	U. S. gunboat	1287	8	1894	Comdr. A. W. Dodd	Canton
Monmouth	U. S. gunboat	12,000	20	12,609	Captain Drake	Mian

DRINK - - -

THE ONLY GENUINE

'TANSAN'

WHICH BEARS THE NAME OF
J. CLIFFORD-WILKINSON.
BEWARE OF SPURIOUS
IMITATIONS
which are unpalatable and sometimes
dangerous.

Per Case of 48 Pints \$8.50
Per Dozen Pints..... \$1.70
Per Case of 100 Splins..... \$8.00
Per Dozen Splins \$1.10

TANSAN GINGER ALE.

Experts Testify That
TANSAN MAKES THE MOST
WHOLESALE AND
PALATABLE

GINGER ALE

IN THE WORLD

Per Case 48 PINTS..... \$7.75
Per Dozen Pints 1.65
Per Case 50 Splins 5.25
Per Dozen Splins 1.30

SAMPLES ON APPLICATION.

SOLE AGENTS:
H. PRICE & CO.,

Wine and Spirit Merchants,
13, QUEEN'S ROAD CENTRAL.

IF YOU WANT AN
ARTISTIC HOME
HAVE ALL YOUR

CURTAINS, DRAPERIES

and
LOOSE COVERS

MADE BY
WM. POWELL, LTD.

UP-TO-DATE

FURNISHERS
AND
UPHOLSTERERS

ALEXANDRA
BUILDINGS.

WORKMANSHIP, STYLE AND
FIT GUARANTEED.

FURNISHING
DEPARTMENT

40, FIRST FLOOR.

ENQUIRIES INVITED.

The SAVOY,

LIMITED.
QUEEN'S ROAD.

DRESSMAKING.

TRIMMED HATS

15 per cent off.

PARASOLS

25 per cent.

ALL PRICES

Marked in Plain Figures

THE SAVOY, Ltd.

TO SMOKERS.

IT is a well-known fact, admitted by the
EGYPTIAN CIGARETTE MANU-
FACTURERS themselves, that Cigarettes
imported from Egypt are made from
TURKISH TOBACCO, which is subject
to a heavy Import Duty in Egypt. Hong-
kong being a Free Port tobacco can be
imported free of duty.

Two Good Reasons why it is advan-
tageous to Smoke
up Cigarettes.

1.—Cheapest of my Cigarettes compared
to imported cigarettes, owing to tobacco
being admitted duty-free into Hongkong,
and that you are buying direct from the
Manufacturer, doing away with middlemen's
profits.

2.—Freshness of my Cigarettes, as they
are made daily for each day's consumption,
which makes it impossible to have an old
stock of Cigarettes, as is very likely with
imported Cigarettes.

The following is a list of my Cigarettes
made from the Best Turkish Tobacco at
from 40% to 60% cheaper than imported
cigarettes of equal quality.

NAME	SIZE	AMOUNT OF TOBACCO IN 100	PRICE PER 100
Great Britain.....largest	50	\$4.50	
Yonkers.....large	50 & 100	3.00	
Hongkong Club (cork tipped).....large	50 & 100	3.00	
Admiral.....medium	100	2.50	
Princess.....gold tipped (ladies).....small	100	2.50	
Flor de Orijate, with tubes (ladies).....small	100	2.00	
Military (gold tipped).....medium	100	2.00	
Germania.....medium	100	1.50	
Paris.....small	100	1.50	
The Peak Tian- way.....medium	100	1.50	
Emperor of China (gold tipped).....medium	100	1.20	
Imitator.....medium	100	1.00	

We also make cheap cigarettes of second-
grade Turkish Tobacco at \$5.00 per 1000.
—Minimum Quantity sold—1,000

To Messrs, Clubs, Hotels and all large
Buyers, Special Terms are allowed.

T. E. P. SPYROPULOS,

9, Beaconsfield Arcade.
(OPPOSITE THEATRE ROYAL)

PARIS TOILET CO.

13, QUEEN'S ROAD CENTRAL,
Under Connaught House.

JUST RECEIVED ANTISEPTIC BLOC.

NO more PIMPLES or IRRITATION
after SHAVING, this preparation will be
found very useful for Gentlemen who
shave themselves.

SUBSCRIPTION FOR SHAVING, etc.,
TAKEN BY THE MONTH.

ALL KINDS OF
HAIR WORK DONE.
Hongkong, April 25, 1906. 451



ESTABLISHED A.D. 1841.

A. S. WATSON & Co., Ltd.

WINE & SPIRIT MERCHANTS.

ALEXANDRA
BUILDINGS.

SCOTCH WHISKY.

GREAT REDUCTION IN PRICES.

From this date the Prices of our Popular
Brands of SCOTCH WHISKIES will be
as under—

Per Case of 1 Doz.

A.—Thorne's Blend ... \$11.00

B.—Glenorchy, a fine
'Soda' Whisky ... 11.40

C.—Aberlour-Glenlivet
(a fine peaty flavoured
Whisky) ... 12.50

D.—H.K.D. Blend of
the Finest Old Malt
Scotch Whiskies .. 14.00

E BLEND

The Popular Whisky
in the Far East ... 15.00

The above prices are strictly net. The
discount of FIVE PER CENT previously
allowed on our Whiskies ceases from this
date.

A. S. WATSON & CO.,

LIMITED.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

Hongkong, May 17, 1906.

DEATH.
STAPLETON.—On Saturday, 2nd June,
MARJORIE, Infant Daughter of Mr and
Mrs F. W. Stapleton, aged 4 months.

MEMOS. FOR TO-MORROW.
Auction.

9 p.m.—Auction of Japanese Carols,
etc., at Mr F. Kiene's Sales Rooms,
No. 12, Kowloon.
Miscellaneous.
Goods per Oceanic undelivered after
this date at Noon will be subject to
rent and landing charges.
Goods per Bencon undelivered after
this date subject to rent.
Goods per Arcadia not cleared at 4 p.m.
on this date subject to rent.
Goods per Trieste undelivered after this
date will be landed.

General Memoranda.

WEDNESDAY, June 6.—
11 a.m.—Auction of Household Furni-
ture, etc., at Messrs Hughes & Hough's
Sales Rooms.
5.15 p.m.—Meeting of Navy League in
City Hall.

THURSDAY, June 7.—
Goods per China undelivered after 5 p.m.
noon on this date will be landed.

MONDAY, June 11.—
3 p.m.—Auction of Leasehold Property,
at Messrs Hughes & Hough's Sales
Rooms.
THURSDAY, June 28.—
11 a.m.—Auction of Complete Cement
Factory, at Hongkong and Kowloon
Wharf & Godown Co.'s Premises,
Kowloon.

The China Mail.

HONGKONG, MONDAY, JUNE 4, 1906.

CHINA'S CLIMB-DOWN.

WHEN, a little while since, China took
the extraordinary step of practically
superseding the venerable Inspector
General of Chinese Customs by the
opinion that sooner or later she
would have to acknowledge her error,
yield to diplomatic persuasion and re-
store the status quo. Our prediction
has been verified with surprising rapidity.
Now that the Chinese Government
has stultified itself by revoking an Im-
perial Edict, an instrument which
theoretically has as much weight as a
Divine injunction, it might well be asked
what was the intention which, in the
first instance, prompted the appointment
of the two Chinese officials to the con-
trol of the Customs. The outcome of
such an ill-considered action, with its ac-
companying loss of face, must surely
have been foreseen by the advisers of
the Emperor. It almost looks as if
there was some power in the back-
ground which was using China as a
cat's paw to further its own designs or
draw away attention from its own
actions. At the same time it is ex-
tremely difficult to see what actual bene-
fit could be gained by urging China to
take up a position which very little
reflection would have shown would
speedily prove untenable. The net re-
sult of the incident has been to solidify
the position of China's creditors. They
have now obtained a distinct assurance
that no change will be made in the ad-
ministration of the Customs until China
has paid her debts. It is more than
possible that, as a result of the report
of the travelling Commissioners, China
will want to raise more money in the
immediate future to give practical effect
to their recommendations. Any such
loans in the future are certain to be hed-
ged round with conditions which will
prevent the great revenue producing
department of the Empire passing into
assuredly incapable, and possibly cor-
rupt hands.

LOCAL AND COAST NEWS.

Band at the Parade Ground.

Following is the programme of music
to be performed by the Band of the 129th
Battalion on the New Parade Ground
this afternoon from 5 to 6.30 p.m.
March "Erebe" Rosevelt
Overture "La Reine d'un Jour" Adam
Selection "Gavaleria Rustica" Mascagni
Song without words "Chant Sans Parole" Liszt
Two Hungarian Dances Brahms
Selection "A Runway Girl" Monckton
GO ON SAVE THE KING.

Dangerous Houses.

The work of clearing the debris out
of the three houses that collapsed in Queen's
Road West has now been practically
completed. The walls have also been
shored up in the most artistic
manner and the places are safe for
the time being. Yesterday the police dis-
covered that two more houses in the
vicinity, Nos 238 and 240, were in a
dangerous condition and at once ordered
the occupants to leave them. The dividing
wall was considered to be in danger of
falling and a gang of men have since been
busy propping it up.

Trade with Australia.

I have to go to the States to announce within
the course of a few weeks a very consider-
able movement in regard to our Eastern
trade, the Premier of New South Wales
said last month. He added that the matter
was not yet ripe for him to disclose the
particulars, but it was anticipated there will
be a marked development in certain direc-
tions connected with the trade of New
South Wales and the East which will have
a very beneficial effect upon the commerce
of the State. Mr. B. Sutton, Commercial
Agent in the East, is returning to Sydney
now on special leave of absence, and it is
probable Mr. Sutton will consult him
with respect to the anticipated develop-
ment. Mr. Sutton will be able to give
valuable advice on such a matter.

WHOOING COUGH.

THIS is a very dangerous disease unless
properly treated. Statistics show that
there are more deaths from it than from
scarlet fever. All danger may be avoided,
however, by giving Chamberlain's Cough
Remedy. It quiets the "tough" mem-
brane in order to expectorate, keeps the
cough loose, and makes the progress of
coughing less frequent and less severe. It
has been used in many epidemics of this
disease with perfect success. For sale by
all chemists and druggists.

tions he recognized themes and variations
essentially Chinese; and in the Spring-
field Republican we read: "The Chinese
were the first people in the history of
the world to develop a system of octaves,
a circle of fifths and a lot of other har-
monical techniques, back in the days when
our ancestors, the European savages, had
not invented even the simplest forms of
melody. Whether or not we shall
finally arrive at understanding and
liking something that approaches the
harmonious discords of the Chinese,
close observers claim to have discovered
among the musicians and lovers of
music a steadily increasing sensitiveness
to harmonies, the existence of which was
formerly unknown."

Some weeks ago there was an article
in this paper on witchcraft in China.
That witchcraft is a great force and the
belief in it powerful, may be seen from
the following strange, but, we believe,
quite authentic account. In Fatsan
a Chinaman married, some three years
ago, a woman—a slave girl by the way
—named Leung A-Oi. Everything
went on as smoothly as things do in a
Chinese home, till a little time since,
when the man was unfortunate enough
to anger his wife. She became irreconcil-
able, and sought the assistance of a
witch, and under her direction attempt-
ed to destroy her husband's life. Indeed,
in a short time he seemed to lose all
interest in life, and on the second of the
present month, after having wasted
much, died, though there was not any
sufficient reason for his death. When
the ordinary preparations for the burial
were going on, four human bones were
discovered in the room under the bed.
These were collected, and the wife was
charged with using them as a means of
destroying her husband's life. This
she denied. However, there were those
who understood witchcraft, who said
that if she were beaten with a willow
stick, she would have to confess. She
was beaten—several hundred blows—
and then, of course under the stress of
the pain, told all the story and admitted
that she had destroyed her husband
by this method. The rough judges held
a consultation and some were for drown-
ing her in muddy water at once. Others
counselled that she be handed over to
the officials, and at present these are the
matters at hand. It is likely that anger
will get the better of discretion, and
that they will sacrifice her life as they
seem determined to do. What will hap-
pen if she is handed over to the magis-
trates may not be foretold with
certainty, for some of them discounten-
ance witchcraft whilst others are them-
selves, no doubt, believers in the
superstition.

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all chemists and druggists.

BY TELEGRAPH. BY TELEGRAPH.

THE MADRID OUTRAGE.

AN ENGLISH TOURIST
ARRESTED.

The King and the Wounded.

(Exclusive Service, supplied by Reuter,
via Bombay.)
LONDON, June 2.

Notwithstanding the excitement and
consternation caused in Madrid by
the attempted assassination of King
Alfonso and the new Queen of Spain
on May 31, the festivities previously
arranged to celebrate the marriage
have not been interfered with and are
being carried through in their entirety.

An English tourist named Hamilton,
who was in the vicinity whence the
bomb was thrown, was seized by an
excited crowd on suspicion of being
an anarchist.

Before the authorities could interfere
to protect the man he was nearly
lynched by the mob.

The British Embassy demanded his
release by the Spanish officials, but
the latter refused to set Hamilton free
until he was able to bring evidence
sufficient to exonerate himself.

The explosion and the consequent
loss of life has caused the Queen to
become indisposed.

The Queen's wedding dress was
splashed with the blood of those who
were killed by the explosion.

King Alfonso has been greatly
affected by the outrage. His Majesty
personally visited the hospitals and
extended his sympathy to those who
were wounded by the bomb.

His Majesty expressed an intention
of attending the funeral of those who
were killed by the bomb, but was
dissuaded from doing so. It was with
great reluctance that he refrained from
attending the funeral.

At the funeral of eight people who
were killed by the bomb there were
representatives of King Alfonso, the
Prince and Princess of Wales, and the
other foreign princes present in
Madrid.

(REUTER'S SERVICE.)

CALM SS OF THE KING.

LONDON, June 1.

After the explosion of the bomb, King
Alfonso stood up, as if to protect the
Queen, and smilingly addressing the
public, assisted the Queen to alight.

The bomb, which was of polished steel,
burst in the air, killing two aristocratic
occupants of a balcony.

The people are infuriated and threaten
to lynch foreigners.

(The above appeared in yesterday's Special
Edition.)

The Casualty List.

LONDON, June 1.

The latest from Madrid states that three
officers, seven soldiers and spectators were
killed, and one hundred injured, including
General Weyler, seriously.

An Enthusiastic populace.

There are indications that the outrage was
watched by anarchists in London.

Their Majesties motored through Madrid
in the forenoon without an escort, and
met with a tremendous ovation, crowds
running in streams on either side exhibit-
ing delicious enthusiasm.

LONDON, June 2.

In the course of yesterday, their
Majesties frequently appeared on the
balcony of the palace and received
ovations.

The city was magnificently illuminated
last night.

Their Majesties are over-whelmed with
telegraphic congratulations from every-
where in the world.

THE WRECKED

"MONTAGU."

THREATENED WITH DE-
STRUCTION.

A Storm in the Channel.

(Exclusive Service, supplied by Reuter,
via Bombay.)
LONDON, June 2.

The attempts to save H.M.S.
"Montagu," ashore in the Bristol
Channel, have had to be temporarily
abandoned.

A heavy gale is raging in the Chan-
nel, and a high sea has compelled the
ships that have been attempting to
reloat the battleship to suspend
operations.

(REUTER'S SERVICE.)

THE AMERICAN MEAT-PACK- ING SCANDAL.

LONDON, June 1.

The agitation re the meat-packing scandal
in America is increasing and telegrams and
letters are pouring in to President Roose-
velt demanding the publication of the con-
fidential reports.

There is already a marked falling off in
the domestic and foreign tinned meat
trade.
(The above appeared in yesterday's Special
Edition.)

THE FRENCH BUDGET.

Military Expenditure.

LONDON, June 1.

It is announced that France spent
28,000,000 on military preparations during
the Morocco crisis, hence the heavy deficit
in the Budget.

The French Chamber.

The French Chamber has re-assembled
and elected M. Brisson as President.

REAR ADMIRAL EGERTON.

LONDON, June 2.

Rear Admiral Egerton has been appoint-
ed second in command of the Atlantic
fleet.

AUSTRIAN POLITICS.

A New Ministry.

LONDON, June 2.

Baron Beck has formed an Austrian
Ministry.

READY TO FIGHT.

Gamblers Caught.

Inspector Robertson placed thirteen
gamblers before Mr F. A. Hazell, at the
Magistrate's, this morning, as a result
of a raid made by his officers on
Sunday. They were convicted and the
two keepers fined \$100 each, with the
alternative of a month's gaol, and the
rest \$25 each. The evidence of the Chinese
constables was to the effect that a fighting
iron was used when they raided the place.

His Worship said that he did not believe
the fighting iron (produced) was actually
used but he was of opinion that the
keepers of the place had it in their
possession for the purpose of attack-
ing the police. This was a serious offence
and he would inflict a heavy penalty. The
first and second defendants would pay
further fines of \$100 each or go to gaol for
six weeks, and in lieu of one day or one
dollar would be exposed in the stocks for
six hours.

These gamblers have been giving the police
trouble for a long time. They played on
one of the high hills at the rear of Shauki-
wan and had such a good system of scouts
that it was next to impossible to surprise
them, especially as Shaukiwan police
station was always watched. Sergeant
Wilder and a number of Chinese constables
from the Water Police Station, disguised
as coolies, however, effected the surprise.

TRAMWAYS IN INDO-CHINA.

There are at present two lines of tram-
ways working in Indo-China, viz., that
through Hanoi and its suburbs and the
line from Nam Giang to Keat. These
lines are yet to be considered commercial
successes. Two other lines are being started,
one from Hanoi

SPORTING.

Lawn Tennis.

THE CHAMPIONSHIP FINAL.

There was a large attendance of spectators, including a number of ladies, at the Cricket Ground on Saturday afternoon to witness the two final matches in connection with the Tennis Tournament. The most important match was that between T. B. Norris and R. F. C. Master for the Championship of the Club, and although it was generally anticipated that Norris would win comfortably there were many who looked to Master to put up a hard game, at least for the first couple of sets. However, they were disappointed in that respect, for, but for one or two glimpses of good play, Master was outclassed from beginning to end. Master opened the match with the service but Norris won the first game, deuce being called three times. Norris also won the second and third and fourth games, deuce being called three times in the third game. Then Master scored a game from his own service, following it up by winning the next. A love game went to Norris's credit, making the score five-two in Norris's favour. The next game was won by Master, Norris returning an easy ball too hard, when Master had advantage. The next game finished the set, Norris going out before Master scored a point.

In the second set Norris started off equally well, winning the first two games. Master won the third Norris the fourth, Master the fifth, Norris the next three and set.

When the third and last set started Master was palpably distressed, while Norris was comparatively fresh. Norris had the service and in this game the first double fault of the match occurred, Norris putting both serves into the net. He won the first two games, however, but Master equalised by putting the following two to his credit, but in the next four games Master only scored six points, Norris winning each game and the set.

The most outstanding feature of the match was the excellent playing by Norris. Standing for the most part in the centre of the court on the back line he returned the balls with almost a perfect precision to the corner of his opponent's side, first one corner then the other as it suited him; as a result Master was continually on the run and the energy expended by Master in pursuit of almost impossible returns did much to win the match for Norris. Master tried to return almost every ball but displayed very little judgment, several times playing returns which left him alone would have gone out of the court. This was in marked contrast to Norris's steady and skilful play, for although Norris misjudged several balls, on the whole his judgment was seldom at fault.

Norris won eighteen games (100 points) against Master's seven games (63 points). Norris's games were won with an average of 5.5 points; Master's required 9.7 points.

THE DOUBLES FINAL.

The Doubles final between H. R. Phelps and F. C. Zehrmann and J. L. McPherson and C. C. Rutledge was responsible for considerable comment, owing to the length of time taken over the match. The match was set down to be commenced at 6 o'clock and that hour Messrs Rutledge and McPherson were in readiness, but their opponents were not, Zehrmann being engaged watching the Championship final. As a result the Doubles final did not start until about 6.30, and was not finished at 7.30, when it was too dark to go on. The score was two sets to one in favour of McPherson and Rutledge, and they were four games to their opponent three, when the last game of the set was commenced. It was then almost too dark to distinguish the players, let alone the ball, but the game was continued and a series of deuces was the result. No less than ten times did the umpire (Rev. H. R. Wells) call deuces, before Phelps and Zehrmann won. At this stage Phelps walked off the field, followed by Zehrmann and the other two left. Considerable argument was the result of the adjournment, Zehrmann arguing that the English rules governed the Tournament and that the match would have to be played over, while McPherson and Rutledge were of the impression that the match would have to be recommenced at the point where it was discontinued, and this contention is borne out by the rules which are printed on each score card.

Rule 4 says: "Players must be at the courts for their five set matches not later than 4.30 p.m." As a matter of fact neither of the pairs were there at that time, but as the notice of the match stated 6 o'clock for its commencement, which time is said to have been fixed by Mr. A. R. Lowe, Secretary of the Club, it is probable that no point will be taken under this rule. Rule 6 states: "A match must be finished on the day it is begun unless the umpires think fit to stop play, in which case it must be resumed on the following day at the score at which the play was stopped." Under this rule there seems to be no other course open to the Committee but to order the resumption of the game with the score at it now stands.

THE AMATEUR CHAMPIONSHIP.

The final for the Tennis amateur championship of England between Jay Gould, the challenger, and E. H. Miles, the holder, was won by the latter.

Miles held the Amateur Championship from 1899 to 1905, but was beaten in 1904 by V. H. Pennell, on whom he turned the tables in 1905.

Oricket.

GOOD BOWLING.

Playing for Lancashire against Leicestershire early last month, A. Kermode took 25 wickets for 21 runs, doing the "bat" stick.

Boxing.

THE WORLD'S CHAMPIONSHIP.

There is a prospect that a boxing contest for the heavy-weight championship of the world will take place in Australia. The colonials have unearthed a candidate for the championship in W. Squires (a well-built man of 185 stone in weight). Squires has only been before the public as a pugilist during the past two or three years, but in that time he has won his way to the front. On April 28 he defeated the Champion of Australia—T. Murphy—in less than 3 rounds, and since then a challenge has been made to J. O'Brien (recent conqueror of Fitzsimmons) offering a purse of £2,000 and £500 expenses to meet Squires in Australia. O'Brien has accepted the challenge.

BRITISH AND AMERICAN WARSHIP CHAMPIONS.

Excitement has been great and cheering loud and long during a time at the National Sporting Club, Sydney, but never before has such a stirring scene been witnessed there as that of May 2. From the moment the doors were opened till long after 8 o'clock British and American blue-jackets came in dozens, and were seen in masses of hundreds in some sections of the house. It was a special Jack-Tar's night, and the champions of the American and English warships—"Baltimore" and "Powerful"—were to contend for supremacy.

Graff (U. S. S. "Baltimore") and Dyer (H. M. S. "Powerful") opposed each other in the preliminary, and a very lively battle resulted. The pair were well matched in weight, but Graff showed greater generalship and skill than the Englishman. In the sixth round Referee Beckett interfered, and declared Graff the winner. Deafening cheers greeted the verdict, and the conqueror was carried to the dressing-room by his admirers.

During an interval an appeal was made for the King Edward Hospital, and the crowd responded liberally with a shower of silver that rattled into the ring continuously for some minutes.

The big battle of the night was now in order. Each principal was the champion of his ship. W. English represented the U. S. S. "Baltimore" and J. O'Neill, H. M. S. "Powerful." English sported a belt showing the stars and stripes of his country, while O'Neill's waistband was red, white, and blue, with a bright Union Jack in the centre. Weights were announced: English 16st. 4lb., and O'Neill 16st. 8lb.

It was not as clear nor exciting a contest as the previous and less important one. Both boxers crouched and tied themselves up a lot and indulged in a deal of cautious manoeuvring at long range. Every now and again O'Neill would charge and send a couple of blows home, and English would hug his man to avoid further hurt. At times the pair stood well up to each other, and used both hands but with very little effect as a rule. O'Neill never looked a loser once, and in the fifth round he was so palpably the better man and had the American in such straits in his own corner that the referee called a halt, and declared in favour of the Britisher, who received an ovation, and had to shake hands with hundred of bony fists thrust through and over the ropes.

DISTURBANCE AT SHANGHAI.

Scholars and Police.

A serious fracas occurred in Shanghai recently, the facts of which appear somewhat garbled. The N.C.D. News states that near the Chekiang Road bridge is a Chinese school for young gentlemen, where the Japanese language is taught. On Saturday last one of the pupils at the school, who is interpreter to a high Russian official here, went to the Louza Police Station and complained that his bicycle had been broken by one of the other students at the school, and he asked for a policeman to be sent down. A foreign detective and a native detective were sent down to the school and interrogated one of the masters. The latter told the detectives that the matter would be settled between the pupils concerned and asked the foreign detective to return later, as he was interrupting a lesson, adding that even the Emperor of China would not be allowed in at that time. The foreign detective is alleged to have thereupon forced his way into the school-house, and there was immediately an uproar. The students tried to force the intruders out and it was alleged that the master was struck and had to be taken to the Shantung Road hospital. A free fight took place and an attempt was made by the students to hang the interpreter. A Chinaman ran to the police station for help and another foreign detective was sent down to the scene. This detective took out a revolver and threatened to shoot unless the trouble ceased, and a free fight ensued in which quite a number got hurt to some extent. A meeting of influential merchants was held in the Chinese City on May 27, and it was decided to petition the Taotai to bring the matter before the Consular Body, the chief complaint being that this foreign detective attempted to effect an arrest without a warrant and also broke into private enclosed premises.

DO NOT NEGLECT THE CHILDREN.

At this season of the year the first natural looseness of a child's bowels should have immediate attention. The best thing that can be given is Chamberlain's Colic, Cholera, and Diarrhoea Remedy followed by castor oil as directed with each bottle of the remedy, can always be depended upon, and when reduced with water and sweetened is pleasant to take. Sold by all chemists and druggists.

THE LONG ARM OF COINCIDENCE?

If a building has become absolutely dilapidated there should be power given to order its demolition whatever the preference of the owner may be. Would it be altogether better the province of government to determine the "life" of all the buildings which were constructed in the old go-as-you-please fashion? In many parts of the world the life of shipping is so determined by experts and there seems to be no reason why the principle should not be extended to houses. If this were done owners would know that they would have to provide a sinking fund for rebuilding, and they would know exactly what provision they would have to make. This would entail the minimum of hardship and would secure the transformation of the city, which is so greatly to be desired, much more rapidly than is possible under the present system.—China Mail, May 16.

Why should house property in Hongkong not be subject to a regular periodical survey the same as a ship? The question is suggested by Friday's collapse in Queen's Road West, and it is one which, in the interests of public safety, might be well worth the consideration of the authorities. If our suggestion regarding periodical survey and classification of house property does not find favour, we hope ere long to hear of some better scheme for the prevention of collapses and the proper maintenance of house property.—South China Morning Post, June 4.

SOCIAL AND PERSONAL.

Sir W. Jardine left Sydney on May 12, per P. and O. s.s. "India," for London.

Mr. J. W. Gillespie, senior partner of the firm of Messrs Gillespie Bros. and Co., Anchor Flour Mills, Sydney, arrived in the Colony this morning, by the "Prins Wallemar."

We note from the Japan Mail that the recent luncheon to Sir Claude and Lady MacDonald by the Emperor and Empress was not in the nature of a farewell entertainment prior to the British Ambassador's departure for his holiday in England, as had been surmised by this and other journals. Their Majesty's intention was to express their recognition of the services rendered by Sir Claude and Lady MacDonald in connection with Prince Arthur's mission. The Ambassador and Lady MacDonald do contemplate a six months' trip to Europe, but their departure will not take place until the end of September or the beginning of October. The Japan Mail also states that there is no indication for the report that Sir Claude will not return to Tokyo after his holiday. It believes that there is reason to hope that His Excellency will complete the full Ambassadorial term of five years. Koko Herald.

"T.P." quotes a good story of the Prince of Wales in the new number of M.A.P. as being told by one of the most popular captains in the R. and O. fleet—"Some years ago his ship was lying in Malta Harbour waiting for the Duke of York—then Prince George—to come on board. The captain said to one of his officers, 'As soon as you see the Prince coming off, run the yards at once, and send for me to my cabin.' Shortly afterwards the captain heard a boat alongside, which was followed by the voice of the young officer saying, in a querulous, high-pitched tone, to the passenger who was stepping on board, 'I say, when's that Prince coming? I wish he'd look sharp; I'm tired of waiting.' 'Awfully sorry,' was the reply, 'but I came off purposely as quietly as I could, as I thought you'd want to run the yards, or something of that sort. As I am a sailor myself, I know what a bore that is when you are busy coaling.' It was the Duke of York."

A telegram from London, dated May 10, states that Olga Branden, the actress, died in great grief. Miss Olga was born in Australia of American parents, and removing during childhood to New York, she made a girlish stage-debut there in 1884. In 1887 she joined the company of Mr. Willie Edouin, an Australian, at the Royal Theatre, London, and then supported Mr. J. S. Clarke during a tour of the United States, and the Kamdala in the English provinces. Miss Branden, who was a very pretty woman, played successfully important parts in Henry Arthur Jones's "Judith," at the Shaftesbury, and in Mr. Beerbohm Tree's production of "Hypatia" at the Haymarket. Her career was, however, marked by all the ups and downs which make a stage life so full of sorrow and disappointment, so that in the original production of "The Prisoner of Zenda," by Mr. George Alexander (1890), Miss Evelyn Millard and Miss Lily Hanbury were the chief actresses, whilst Miss Branden only walked on and said a few words in a magnificent costume as the Major's wife. For some time past the actress had been in retirement.

A Venetian Blind.

The following conversation is reported as having taken place between a village Commandant and an Irish applicant:

Commandant: "Do you know anything about horses?"

Applicant: "And shure, your honour, was I not born in a stable?"

Commandant: "Can you know anything about cattle?"

Applicant: "I've meself would like to know what I don't know about them."

Commandant: "Can you do carpenter's work?"

Applicant: "Could Noah build a ship?"

Commandant: "Can you make a Venetian blind?"

Applicant: "It's a treat, sor, to see me at the job."

Commandant: "How would you do it?"

Applicant: "I'd just poke my finger through his eye, sor."

LONDON LETTER.

(From Our Correspondent.)

London, April 27.

The ladies who yearn for votes have done serious harm to their own cause by the escape of Wednesday evening. Nor before has the ladies' gallery been cleared by police. A dozen of them were watching behind the grille when they realised that Mr. Sam Evans (Glamorgan) intended to talk out the resolution. Then they revolted. They shouted at the House. They thrust a banner through the grating. They were forcibly expelled after a scene which, we hope, is not typical of the occurrences we may expect when ladies become legislators. The suffragettes would have been wiser to have gone to bed quietly without the excitement of the noisy and unparalleled scene which cannot have increased the dignity of their cause. That women can be as rowdy as men is not the best proof that they should have an equal franchise.

The fire insurance companies will soon find the San Francisco earthquake has been to them a blessing in disguise. It has wiped out half the surplus of some of them, but a conflagration always results in a rush of new premiums and the ready generosity with which they are meeting the resulting claims even after such an unparalleled disaster as this cannot fail to increase the volume of their business. After all, catastrophes are short-lived. In five years' time we shall see a new San Francisco, as we saw a new Chicago and a new Galveston rise out of the ruins of the old, and the insurance companies, that seem now such heavy losers will be the gainers thereby. Most fire companies reckon thirty per cent of their premiums to be clear profit, and the remembrance of the fire will make premium income high for many years yet.

At the annual dinner of the Colonial Institute, Lord Elgin made a speech which seemed to indicate that he was ready to free himself from the thralldom of his omniscient Under-Secretary of State. Most of the Crown Colonies find themselves rather too much governed. Democracy implies the rule of the man in the street, but there are so many streets, and we find that the man in Downing Street has so good a conceit of himself that he is for ever interfering with the efforts of Colonial governments to hoe their own rows for themselves. Lord Elgin emphasises the rule to "trust the man on the spot," and approves highly of the resolution of the resolution of the National government to deal with the Bambaata difficulty themselves. It is not too much to say that three times out of four, difficulties that arise in Colonial administration are caused by the interference of Downing Street with the men of local experience. "The wisest rule would be, that if men are unsatisfactory administrators, they should be changed, but, in the other case, they should not be interfered with, but allowed the liberty of action that is correlative with responsibility."

The result of the ragging case in the Guards is regrettable but it may result in the raising of the dignity of the service. Officers cannot expect their men to respect them if they do not respect one another, and the horseplay of schoolboys is out of place in an officers' mess. The deservedly popular commanding-officer who is now placed on half pay was guilty of no more than an error of judgment but he must suffer, not for having made a mistake but that mistakes shall be no more made. Had he appealed to the War office to remove an officer who was distinctly unsuitable, the rest of the unpleasant business might have occurred in exactly the way that it did, but the finding of the Court would have been different. We should restore the office of Commander in Chief that there may be a possibility of appeal before subalterns take matters into their clumsy hands.

Mr. Turner, Savilian professor of astronomy at Oxford, writes learnedly to the Times on the subject of earthquakes. We have all been wrong in regarding the shape of the earth as that of an oblate spheroid, or an orange. It is more like a pear, of which the stalk end is in the Sahara and the thick end in the Pacific. It has not yet finished shrinking into the spheroidal shape that it tends to adopt. Any one who can discover by the simple expedient of crushing a pear that there will be two distinct circles of fracture. "On the earth one of these circles the Pacific Ocean and the other passes through Italy, the Northern Atlantic, Iceland and round by Tahiti in Russian Turkestan. The rest of the world is safe from earthquakes. The moral is, that the rebuilding of San Francisco must take a lesson from the Japanese and build in some way designed specially to meet the shocks of earthquakes which will certainly recur."

On their return to London, T. R. H. the Prince and Princess of Wales are to be entertained at a dejeuner at the Guildhall. Why not luncheon? In the use of the French word an example of the Ententes breaking out in a new place? If the usual word be too common for use on such an auspicious occasion, it might have been replaced by an expression that must be familiar to the Prince by now, Tiffin.

AN OLD MAXIM APPLIED TO A MODERN REMEDY.

EVERYONE speaks of the feast as he finds it, it is a maxim of the Portuguese. Judging by the letters received from people all over the country, judging Chamberlain's Colic, Cholera, and Diarrhoea Remedy, it is evident this remedy has been found satisfactory. It is the best known remedy for diarrhoea, and no case has yet been reported where it has failed to give relief, and it has been in general use for more than a quarter of a century. For sale by all chemists and druggists.

THE FAR EAST.

Point from the Press.

JAPAN'S COTTON INDUSTRY.

In the present uncertain state of the cotton industry in this country, it might be well if employers and employees turned their attention to the conditions of that industry in the Far East, where a new Britain is rapidly developing every department of industry. According to a report by the Canadian Commercial Agent in Yokohama, cotton-spinning now occupies the foremost rank in all branches of manufacture in Japan. The late war has in no way affected its development, and its future is most hopeful. According to the latest returns, there are 49 spinning companies in existence throughout the country, and the number of spindles in operation aggregated 1,339,234. The factory hands employed number 71,445, and their average wage is 27.00 sen, or about 7d. per day. That average, however, is rising, on account of the scarcity of labour. The wage bill of the Fuji Cotton-Spinning Company recently showed that the earnings of the males averaged about 35 sen, and the females about 24 sen, per day; but it must be remembered that these averages include the wages of boys and girls. A notable feature in Japan's cotton industry is that it is entirely worked and controlled by native skill and capital. The mills are kept up to date as regards appliances and organisation, and almost without exception they now go in for ring spinning. Where mules are in existence they are being gradually thrown out and replaced by ring frames. "Rings" are eminently suited for the cotton trade of Japan, at the yarn mostly in demand is seldom above 20's. In some places, however, as high as 60's and 80's are being spun to meet the growing demand for finer counts. The machinery used in the cotton factories is mostly British, about 80 per cent of it having been supplied by Messrs. Platt, of Oldham. The Japanese engineering works are, however, now turning out warping and winding machines, reels, bundling-presses, and looms, and the next attempt in this direction will be a ring frame of native design.—Engineering.

"OPPOSED TO JUSTICE AND HUMANITY."

The political situation in the Philippines is anomalous in the extreme, according to the Filipino paper *El Orito del Pueblo*. "The government of the United States," it goes on, "does not seem to be ready to make a frank, loyal and definite statement as to the future of the Islands. The government and the people of America call us Filipino citizens but without declaring it and when they are going to give us independence. We are subject to the laws and to the government of the United States, but we do not enjoy the rights of Americans. The markets of Spain have been closed to us and now they are also closing to us the markets of the United States. Rumour has it that the United States is about to sell the islands to Japan, but this is denied by the statement and by the government. The Filipino people are poor and they are governed like the richest nation in the world. And because a few Filipinos in the employ of the government, who are receiving princely salaries, and who have been inconsistent in word and deed, have said, prompted by motives of vile flattery, that the Filipinos do not want self government and that they are incapable of exercising it, many Americans have considered themselves justified in pursuing a course diametrically opposed to the doctrine of justice and humanity they are proclaiming."

BETWEN TWO STOOLS.

Is the time coming, asks the *Strait Times*, for a change in the salaries of the Civil Servants and other Government employees? Somehow or other a report has got abroad that Sir John Anderson is coming back, with pockets stuffed full of news and concessions; the chief concession, a rise in salary for those who have begged the Government to grant a rise. They, who have not asked, evidently do not want, and therefore will not get. The rise will not be made to all. But even if a rise were made to all, would the benefit last long to all. Who is it that profits most through a rise in salaries? Is it not the landlord? Directly he learns his tenants are earning more, he forces up the rent. And it is not only the landlord who raises the cost of living. Everybody who has an interest in the living of the recipient's pockets seeks to obtain his share. All round, prices rise and eventually the recipient of the rise is no better off than he was before the rise was granted. The Government can fix the salary, but cannot fix the value of that salary, except on paper, and on paper only, just as they are unable to fix the maximum of rent or cost of living. No state can interfere in that direction. It has been tried, times without success and usually with disaster.

PROFITABLE ENTERPRISE.

For ten years after the opening of the Tokyo-Yokohama Railway in 1872 the Japanese Government lines were the only railways in the country, and these developed very slowly, as in 1892 only 122 miles had been laid. Railways at the time were generally looked upon as a Government preserve, and no attempt was made by private capital in other parts of the country to invest in this new form of enterprise. It was in fact due to the initiative of Prince Iwakura, the *Japan Chronicle* declares, that the first private line was built. In 1883 Prince Iwakura conceived the Nippon Railway, and his object was that it should be used as an investment for the surplus funds of the nobles. Its principal shareholders to-day are members of the Imperial Household and of the noble families in Japan, and it must be said that the investment has proved a good one for although the Nippon Railway does

not feed by any means the most important commercial part of Japan, its profits are the largest of all the private companies. The Sanyo Railway was the second private line to be built. At the present time the mileage of private railways is much greater than that of the State. The capital invested by the Government and private railway companies at the end of March 1904 was nearly 300 millions, while ten years previously it was no at hundred millions.

POOR COREA!

The question of responsibility for all the criminally expensive measures now being foisted upon this country [Korea] will be a difficult one to settle and in a crisis, the Japanese will probably throw it all upon what is called the Korean Government.—Korea Daily News.

STAMPS.

It seems odd to the *China Times* that the earliest obtainable record of postage stamps being issued in China goes no further back than 1878 when a winter service, organised in 1876 by Mr. Detring, the Customs Commissioner at Tientsin, so as to maintain postal communication in the winter between this port and the outer world, was opened, with a Post Office at Shanghai, having a staff of 17 men. The first set of stamps for this service were engraved and printed at Shanghai and forwarded to Tientsin in August, 1878; and the utility of the department became so apparent that in 1885 a similar stamp was issued extending its usefulness to the 'realy ports.'

MONOPOLIES.

Where the Japanese Government does not monopolise trade outright—as in the tobacco, camphor, and salt industries—it exercises its authority in various ways, and no surprise would be caused if certain other great industries were taken over by the Government at any time. This, in the future, may be an evil or a benefit to the Japanese as a nation, but to those who have watched the course of trade in the past few years the readiness of the Japanese to appeal to their Government for aid—either by subsidy or by having duties or taxes reduced—will have appeared the most distinctive difference between the conduct of business in this and in other countries.—Japan Chronicle.

BY WHARF AND WAVE.

It is reported that the river steamer "Sani" was fired on by unknown Chinese on Friday morning last while getting under way in Samshui harbour. One of the bullets entered the saloon and another smashed a skylight, and a fragment of the broken glass injured the steamer's commander. H. M. S. "Robin" was in the harbour at the time and although inquiries were made nothing was learned of the miscreants.

The Argentine training ship "Presidente Sarmiento" (Commander Adolf M. Siaz) arrived at Shanghai, from Honolulu, on May 27. On the voyage she caught the full force of the last typhoon, but fortunately came through without having suffered any damage. The "Presidente Sarmiento" was built by Messrs. Laird Bros. in 1897 and is of 2,750 tons register, and 2,000 indicated horse-power. Her armament consists of ten Armstrong Hotchkiss, and Nordenfled guns and three torpedo-tubes, and she has a speed of 13 knots. Her complement includes twenty officers and instructors, eighteen cadets, and a crew of 263.

The Court of Inquiry into the stranding of the "Loksang" off North Point on April 22 found that the stranding was due to the land being obscured by fog, and owing to the abnormal set of the current. The master, Laurence Hussey, appeared to have navigated his vessel in a seamanlike and proper manner but that in view of the fact that he had already encountered fog earlier in the day he appeared to have been somewhat dictatorial in preparing to use his lead when again overtaken by fog at 9.10 p.m. As the Court did not consider that the casualty was in any way due to negligence, on the part of the master, or certificate of first or second mates, it did not consider it necessary to deal with their certificates. The costs of the Court (£6 14s. 0d.) were ordered to be borne by Captain Hussey.

The N.Y.K.'s *Atsuta Maru*, "Nikko Maru," which arrived at Kobe on May 21 had on board an exceptionally large complement of passengers. Her skipper, Captain J. Wilson Haswell, one of the oldest commanders in the Eastern service, has a reputation for his kind attention to the comfort and welfare of his passengers, and this doubtless accounts in some degree for the popularity of the "Nikko Maru" as testified by her well filled list of cabin occupants. We understand, in fact, although the modesty of Captain Haswell did not permit us to obtain confirmation from him, that during the voyage which has just been completed the passengers united to present him with a touching address and a mention in the form of silver cigar cases as tokens of gratitude for the attentions which they had received. Many of Captain Haswell's friends will doubtless be glad to learn of this proof of his popularity with the clients of the N.Y.K.

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Sarsaparilla " Ginger "

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Hongkong, May 26, 1906.

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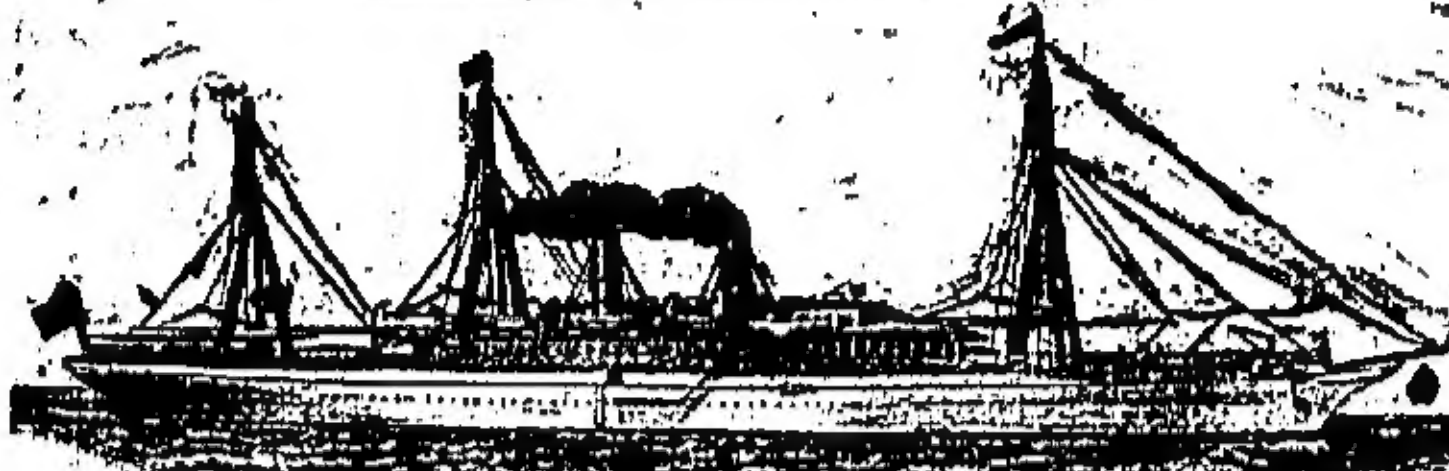
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SHANGHAI	DELTA, 8000 tons	About 14th June	Freight and Passage.
LONDON, &c.	DONGOLA, 6000 tons	Noon, 16th June	See Special Advertisement.
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	INABA MARU, Tons 5,189.	WEDNESDAY, 27th June, at Daylight.
	KAMATSUMA MARU, Tons 6,126.	WEDNESDAY, 11th July, at Daylight.
VICTORIA, B.C., AND SEATTLE, WASH., via KEELUNG, SHANGHAI, MOJI, KOBE AND YOKOHAMA.	SHINANO MARU, Tons 6,388, Capt. N. Ohno	MONDAY, 25th June, at 4 p.m.
	AKI MARU, Tons 6,444.	MONDAY, 23rd July, at 4 p.m.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, COCOA, BOMBAY, via SINGAPORE, KAGOSHIMA MARU, AND COLOMBO.	NIKKO MARU, Tons 5,639, Capt. E. W. Haswell	FRIDAY, June 15, at 4 p.m.
	KUMANO MARU, Tons 5,076, Capt. Fraser	FRIDAY, 18th July, at 4 p.m.
	KAGOSHIMA MARU, Tons 4,406.	TUESDAY, 9th June, at Noon.
	KUMANO MARU, Tons 5,076, Capt. Fraser	WEDNESDAY, 13th June, at Noon.
	PROMETHEUS, Tons 1,679, Capt. Cornelissen	TUESDAY, 9th June, at 10 a.m.

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GLASGOW AND LIVERPOOL	STAMPA	14th June.
GLASGOW AND LIVERPOOL	STAMPA	21st June.
GLASGOW AND LIVERPOOL	STAMPA	21st June.
GLASGOW AND LIVERPOOL	STAMPA	28th June.
GLASGOW AND LIVERPOOL	STAMPA	28th June.
GLASGOW AND LIVERPOOL	STAMPA	5th July.

HOMEWARDS.

AMSTERDAM, LONDON & ANTWERP	JASON	5th June.
LONDON, AMSTERDAM & ANTWERP	DECCALON	19th June.
GENOA, MARSEILLES & LIVERPOOL	HYSON	2nd July.
LONDON, AMSTERDAM & ANTWERP	JASON	9th July.
LONDON, AMSTERDAM & ANTWERP	PROMETHEUS	17th July.
GENOA, MARSEILLES & LIVERPOOL	PAROS	20th July.
LONDON, AMSTERDAM & ANTWERP	PINO SUZ	31st July.

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	TRUCER	18th July.

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SHANGHAI	CHUHI	7th June.
SHANGHAI	CHUHI	8th June.
SHANGHAI	CHUHI	8th June.
WU-HAI, WEI, CHEFOO & TIENTSIN	HUCHOW	8th June.
AMOI, MANILA, CEBU & ILOILO	SUNGLING	13th June.
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SHEWAN, TOMES & CO., General Agents.

THE ORIENTAL PACIFIC LINE.

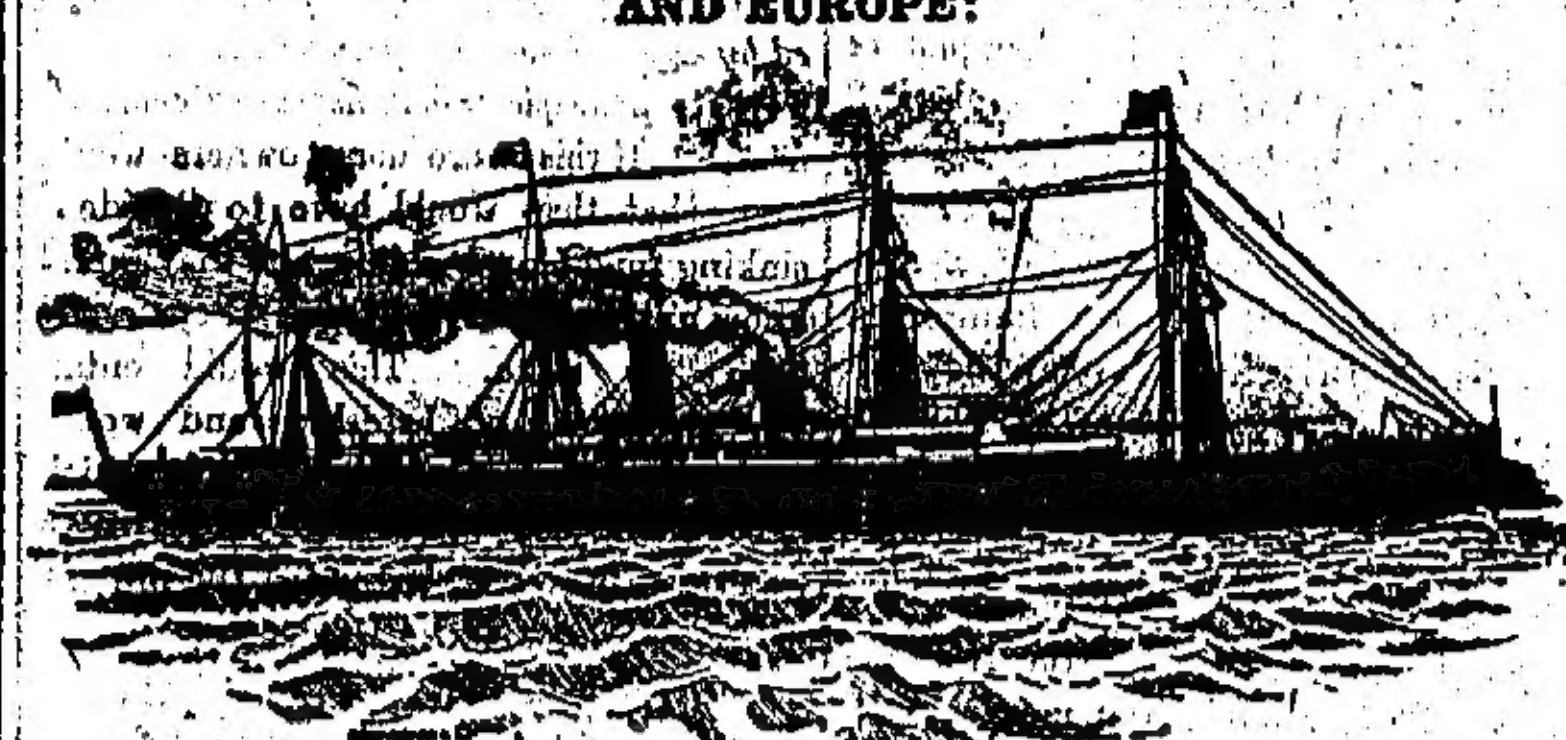
FOR SAN FRANCISCO, via PORTS.
THE Steamship
AFRICA
will be despatched for the above ports on or about the 18th of June.
For freight and further particulars, apply to
SHEWAN, TOMES & CO., Agents.
Hongkong, May 30, 1906.

FOR NEW YORK, via SUEZ CANAL.
THE Steamship
INDRASAMHA
Captain WILKES, will be despatched for the above ports on or about SATURDAY, the 30th June, if sufficient inducement is offered.
For freight, apply to
JARDINE MATHESON & Co., Agents.
Hongkong, May 31, 1906.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA. U.S. MAIL LINES.

VIA HONOLULU, TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMITROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the Pacific, via HONOLULU, ON OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	DATE	TIME
* MONROVIA	27,000 Gross Tons, TUESDAY	5th June, at Noon.
* CHINA	10,000 TONS, TUESDAY	12th June, at Noon.
* NIPPON MARU	10,000 TONS, TUESDAY	19th June, at Noon.
* DORIO	9,500 TONS, TUESDAY	26th June, at Noon.
* MANCHURIA	27,000 TONS, FRIDAY	6th July, at Noon.
* HONGKONG MARU	11,000 TONS, TUESDAY	17th July, at Noon.
* KOREA	18,000 TONS, TUESDAY	24th July, at Noon.
* COPTIC	9,000 TONS, FRIDAY	31st July, at Noon.
* SIBERIA	18,000 TONS, FRIDAY	7th Aug., at Noon.
* AMERICA MARU	11,000 TONS, FRIDAY	14th Aug., at Noon.

RECORD FAST TRIPS.
Yokohama to San Francisco, via S. KOREA, 18,000 tons. September 19-27th 1905; 10 days, 11 hours and 5 minutes.
San Francisco to Honolulu, via SIBERIA, 18,000 tons. August 16th-20th, 1905; 4 days, 19 hours.
San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu on route, August 16th-31st, 1905, 15 days, 13 hours.
Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905; 10 days, 10 hours and 59 minutes.

THE P. M. Steamship MONROVIA will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 5th June, 1906, at Noon, taking cargo for Japan and the United States.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.
For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, MOJI, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.
CONNECTION WITH THE

STEAMSHIP.	TONS.	CAPTAIN.	TO SAIL ON.
ARAGONIA	5198	ERNEST	June 6, at Daylight.
NICOMEDIA	4370	WAGHMAN	June 21, at Daylight.
NUMANTIA	4370	FELDTMANN	July 14, at Daylight.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
S. SILVERSTONE, Acting General Agent.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

THE CO.'S S.S.	FOR	LEAVING
DAIGI MARU, Capt. S. TAGAMI	TAMSU, via SWATOW, AND AMOI.	SUNDAY, June 10, at 10 a.m.
SHOSHU MARU, Capt. NAGANO	SHANGHAI, via SWATOW, AMOI AND FOCHOW.	—
MAIDUBU MARU, Capt. MURAKAMI	AMOI AND FOCHOW, via SWATOW.	—
DAIGI MARU, Capt. S. TAGAMI	TAMSU, via SWATOW, AND AMOI.	—

THE CO.'S CHARTERED S.S. TAIHAN, Capt. LAING, For SHANGHAI, via SWATOW, AMOI AND FOCHOW, SATURDAY, June 9, a.m.
These Steamers have excellent Accommodation for First-class Passengers and are fitted throughout with Electric Light. Unrivalled Table.
Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.
For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1, QUEEN'S BUILDINGS.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

via MUJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	To Sail.
* VERA SHAWBUT	4417	G. V. Williams	3rd July.
TRENTON	3008	E. V. Roberts	27th July.
		T. W. Garlick	22nd Aug.

* Cargo only.

HEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND OUTRIG. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The "Twin-Screw" S.S. Shawbuts and Trentons are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to

Dodwell & Co., Limited, GENERAL AGENTS.

QUEEN'S BUILDINGS.

HONGKONG, May 31, 1906.

Shipping.

NIPPON YUSEN KAISHA. HONGKONG, SWATOW, BANGKOK LINE.

FOR SWATOW AND BANGKOK.

THE Chartered Steamship PROMETHEUS, Captain CORNBURN, will be despatched as above on TUESDAY, the 6th June, at 10 a.m.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA, Prince's Building.

Hongkong, May 28, 1906. 1095

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship HAIMUN, Captain A. J. Benson, will be despatched for the above Port on TUESDAY, the 6th June, at 11 a.m.

For Freight or Passage, apply to

DOUGLAS, LAIBRAK & Co., General Managers.

Hongkong, June 2, 1906. 1157

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship ABRATON APCAR, Captain E. Fay, will be despatched for the above Ports on WEDNESDAY, the 6th inst., at Noon.

For Freight or Passage, apply to

D. SASSON & Co., Ltd., Agents.

Hongkong, May 31, 1906. 1115

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, SOUTHAMPTON, BREMAN AND HAMBURG.

THE Hamburg Amerika Line S.S. SITHONIA, will be ready to load on THURSDAY, the 7th of June.

For freight, apply to

MELBERS & Co., Agents s.s. SITHONIA.

Hongkong, May 31, 1906. 1119

COMPAGNIE DES CHARGEURS REUNIS.

THE Company's Steamship AMIRAL KERMANS, 5,600 TONS, Captain F. Gaze, will be despatched for OALLOA (Peru), on or about SATURDAY, the 8th June, 1906.

Also taking Passengers and Freight to Ports of Chile and South or Central America, if sufficient inducement offered.

For further particulars as to Passage and Freight, apply to

G. DE CHAMPEAUX, Agent.

(Messageries Maritimes Co.)

Hongkong, June 2, 1906. 1152

MESSAGERIES MARITIMES.

FEENOE MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship SALAZIE, Captain AILLAUD, will be despatched for MARSEILLES on TUESDAY, the 12th June, 1906, at 1 p.m.

Passage Tickets and through Bills of Lading issued for above ports, and for Australia with prompt transshipment at Colombo.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows—

S.S. OCEANUS, June 26, 1906.

S.S. TOURNAI, July 10, 1906.

S.S. TONKIN, July 24, 1906.

S.S. ARMAND BEHN, Aug. 7, 1906.

S.S. EMBERT SIMONS, Aug. 21, 1906.

G. DE CHAMPEAUX, Agent.

Hongkong, May 30, 1906. 1109

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST. Proposed Sailings from Hongkong.

STEAMERS TO SAIL 1906.

SIRH About 14th June.

WRAY CASTLE About 23rd June.

For Freight and further information, Apply to

DODWELL & CO., LTD., Agents.

111

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEEN, HAVRE, MEDITERRANEAN, FLYMOUTH

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS—

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO NEW YORK.

STEAMERS	Leave to	Connecting Steamers	Due at	Due at
to	HONGKONG	from Colombo to	Brindisi	London
Colombo		MARSEILLES & LONDON	(Brindisi)	(London)
			2 days earlier	1 day later
DONGOLA	June 10	DONGOLA	July 16	July 22
ABADIA	June 16	MONGOLIA	July 22	Aug. 5
DELTA	June 20	BRITANNIA	Aug. 12	Aug. 19

* Dongola through to London.

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following—

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave to	Due at
to	HONGKONG	London
PALAWAN	June 10	Aug. 20
JAPAN	June 16	Sept. 1

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

* Carry only First Saloon Passengers.
* Carries 1st and 2nd Saloon Passengers.
For Passage, Apply to

E. A. HEWETT,

Superintendent.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, URBURG, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENEVA, PORT in the LEVANT, BLACK SEA and Baltic Ports; North and South American Ports).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE, PENANG AND COLOMBO.
S.S. ANDALUSIA, Capt. SCHMITZ, 20th June, 1906. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE, PENANG AND COLOMBO.
S.S. ACILIA, Capt. SCHMITZ, 28th June, 1906. Freight.

FOR HAVRE AND HAMBURG, AND NAPLES FOR LANDING PASSENGERS.

CALLING AT SINGAPORE, PENANG AND COLOMBO.
S.S. RHENANIA, Capt. von HOFF, 12th July, 1906. Freight & Passengers.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloons and Cabins amply lighted throughout by Electricity. Duly qualified Doctor and Stewards are carried.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
KING'S BUILDINGS.

Not Responsible for Debts.

NEITHER the Captain, the Agents, nor Owners will be Responsible for any Debt or Debts contracted by the Crew of the following Vessel during her stay in Hongkong Harbour—

TICKETMAN, British steamer, Captain J. E. Parker—Doddwell & Co., Ltd.

Dentistry.

DR. HARRY FONG,
AMERICAN TRAINED DENTIST.ELECTRICAL and Latest Improved Appliances.
51, QUEEN'S ROAD CENTRAL.

1379

Dr M. H. CHAUN,

THE Latest Method of the AMERICAN SYSTEM OF DENTISTRY.
37, DES VOGES ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

1388

S I E N T I N G,
Surgeon Dentist,
No. 14, d'Almeida Street.TERMS VERY MODERATE.
Consultation Free.

688

THE COMMERCIAL LAW AFFECTING CHINESE.

With Special Reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.

Reprinted from the China Mail.

For Sale at the China Mail Office,
5, Wyndham Street.

Price 50 Cents.

Shipping.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD-BREMEN.

EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES, 1906.
SITHONIA (For Cargo only)	FRIDAY, 8th June.
ROON	WEDNESDAY, 20th June.
PREUSSEN	WEDNESDAY, 4th July.
ZETEN	WEDNESDAY, 18th July.
QUEISERNAU	WEDNESDAY, 1st August.
BASSEN	WEDNESDAY, 15th August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 29th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 12th Sept.
SACHSEN	WEDNESDAY, 26th Sept.
PRINZ HEINRICH	WEDNESDAY, 10th Oct.

ON FRIDAY, the 8th day of June, 1906, the Steamship SITHONIA, Captain BREMER, with CARGO ONLY, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on Wednesday, the 6th June, Cargo and Special will be received on Board until 5 p.m. on Thursday, the 7th June, and Parcels will be received at the Agency's Office until Noon on Thursday, the 7th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Cubic Feet in Measurement.

RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class	2nd Class	3rd Class
To Naples, Genoa and Gibraltar	\$21.0.0	\$12.0.0	\$7.0.0
Return	91.0.0	63.0.0	37.0.0
To Southampton, London, Bremen and Hamburg	65.0.0	44.0.0	24.0.0
Return	97.0.0	68.0.0	38.0.0
To New York via Suez, via Naples, Genoa or Gibraltar	64.0.0	44.0.0	28.0.0
Return	116.0.0	79.0.0	47.0.0
To New York via Suez, via Bremen or Southampton	68.0.0	48.0.0	27.0.0
Return	123.0.0	83.0.0	49.0.0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar and travelling to Bremen or Southampton overland, the same rates will be applied as via Naples, Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co., from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES, 1906.
PRINZ WALDEMAR	TUESDAY, 26th June.
PRINZ RIJSMUND	TUESDAY, 24th July.
WILLEHARD	TUESDAY, 21st Aug.

ON TUESDAY, the 26th day of June, at Noon, the Steamship PRINZ WALDEMAR, Captain C. WOLFF, with Mail, Passengers and Cargo, will leave this Port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Lines can be washed on board.

	1st Class	2nd Class	3rd Class
To MANILA	\$50.0.0	\$30.0.0	\$20.0.0
Return	180.0.0	110.0.0	70.0.0
To NEW GUINEA	\$48.0.0	\$28.0.0	\$18.0.0
Return	168.0.0	104.0.0	68.0.0
To BRISBANE	\$42.0.0	\$24.0.0	\$16.0.0
Return	156.0.0	96.0.0	64.0.0
To SYDNEY	\$42.0.0	\$24.0.0	\$16.0.0
Return	156.0.0	96.0.0	64.0.0
To MELBOURNE	\$42.0.0	\$24.0.0	\$16.0.0
Return	156.0.0	96.0.0	64.0.0
To YOKOHAMA	\$40.0.0	\$24.0.0	\$16.0.0
Return	140.0.0	84.0.0	56.0.0
To KOBE	\$40.0.0	\$24.0.0	\$16.0.0
Return	140.0.0	84.0.0	56.0.0
To YOKOHAMA & back from KOBE to HONGKONG	\$40.0.0	\$24.0.0	\$16.0.0
Return	140.0.0	84.0.0	56.0.0

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class
To Europe via Australia and Colombo by Imperial Mail Steamer	\$27.0.0
Return	98.0.0
To Europe via Australia and America by the C. P. R. Co's steamers and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd.	\$27.0.0
Return	98.0.0

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

For STEAMERS ABOUT 1906.

YOKOHAMA & KOBE, PRINZ WALDEMAR, WEDNESDAY, June 6.

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA, ZETEN, WEDNESDAY, June 6.

Do, OWESEN, WEDNESDAY, June 20.

* Reaching Yokohama in less than 8 Days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

via Vancouver or San Francisco to NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co., O. S. S. Co., T. E. K. and from NEW YORK to EUROPE by the magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following rates—

	1st Class
to London via Plymouth or Southampton	\$82.0.0
to Bremen	68.0.0
to Paris via Cherbourg	68.0.0
to Naples, Genoa, via Gibraltar	68.0.0

Norddeutscher Lloyd.

For further Particulars, apply to

MELCHERS & CO., Agents.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES, 1906.
TIENSHAN VIA SWAROW	TUESDAY, June 5, at 4 p.m.
SHANGHAI	WEDNESDAY, June 6, at 4 p.m.
SHANGHAI	WEDNESDAY, June 6, at 4 p.m.
SHANGHAI	WEDNESDAY, June 6, at 4 p.m.
SINGAPORE, PENANG	FRIDAY, June 8, at 4 p.m.
and CALCUTTA	SATURDAY, June 9, at 4 p.m.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Calcutta, Tientsin, Newchwan, and Yanchow.

* Taking Cargo on through Bills of Lading to Laid, Daire, Singapore, Penang, and other ports.

JARDINE, MATHESON & CO.,
General Managers.

Notices to Consignees.

DEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP-RENTAL.

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being loaded on board the Den Line Steamers at the wharves of delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods undelivered after the 6th June, will be subject to suit.

All Claims against the Steamer must be presented to the Underwriter on or before the 12th June, or they will not be recognized.

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Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000

Reserve Funds.....\$10,000,000

Silver Reserves.....\$5,000,000

Total Assets.....\$25,000,000

Total Liabilities.....\$25,000,000

Total Capital.....\$25,000,000

Total Assets.....\$25,000,000

Total Liabilities.....\$25,000,000

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Total Liabilities.....\$25,000,000

Total Capital.....\$25,000,000

Total Assets.....\$25,000,000

